

that Mussolini is recalling all
Italian troops stationed in
Greece.

ne 22937 or 23379.

Communiques Indicate U.S. Makes Preparations To Eliminate Japanese

By ANTHONY J. DIMOND
Delegate to Congress from Alaska

The importance of the Aleutian Islands, lying at the northern apex of what has been called the strategic triangle of the Pacific—Panama Canal—has been becoming more and more clearly recognized. After a long "holding" period, recent communiques indicate that we are at last making serious preparations to drive the Japanese out of those islands.

The tempo of our bombings of the Japanese installations on Kiska and Attu has been sharply increased. And yet the extent of the damage is not certain because our news dispatch indicated that after a severe assault the Japanese came out of their fox holes and trenches and proceeded with construction of the Kiska airfield, using the rock which had been loosened by the explosion of our bombs.

Before the war began, Americans had only a vague knowledge of the Aleutians, or even of the Territory of Alaska. Not until the Japanese struck at Dutch Harbor on June 3, 1942, and took and held Kiska, Attu and Agaña Islands, did the people of this country generally awake to the realization of what had been done and what the seizure of these islands meant to us.

Then every one was startled by the news that the Japanese were in the Aleutians, occupying a portion of our own territory, a portion just as much the land of the United States as Maine or Florida or California. When the Japanese sailed on June 3 of last year they have since held with a strong hand. Various estimates have been made of the number of troops in the islands. The forces that originally landed on Kiska, Attu and the surrounding islands. In the beginning the Navy releases indicated 5,000 of the Japanese. Other reports coming to us showed that the Japanese strength approximated 25,000. Whatever the number, we have not yet mustered sufficient force to drive them from the islands, although from time to time our planes and ships have severely harassed their forces and land establishments and have sunk a considerable number of their transport and war vessels.

POWER INCREASED

All the news coming from that area shows that in recent months our military power in the Aleutians has been materially increased. We have established an air base in the Andreanof; and from the speed and continuity of recent aerial assaults upon the Japanese positions at Kiska and Attu, it would appear that we must now have an air base much nearer the Japanese positions. And so it is to be hoped that at last we are moving forward with assured power to take back our own land.

The Japanese in the Aleutians are a serious threat. The day may come when they are armed post between Japan and Russia will be come war. If and when that day comes, self-preservation will demand that we send forces to Siberia to support the Russians and prevent the Japanese from enveloping all of the west shores of the Bering Sea as far north as the Arctic Ocean. Our aid to Russia would be much delayed by having the Japanese directly on our supply lines at Kiska and Attu.

PINE HARBOR

Kiska is one of the best harbors in the Pacific. It should have been developed long ago as a military base rivaling Pearl Harbor. It is not too late to attain that objective, but the days pass swiftly. With every day's delay the danger in the Aleutians increases. The first task, then, is to gain control of the whole Aleutian chain and to make secure our supply lines in the North Pacific.

There are several misconceptions about the Aleutians. One is that they lie in an area of almost constant storm—wind, rain, snow, sleet, fog. The islands have their moods and changes come with startling suddenness. But the sun often shines there, though to worshippers of preconceived opinion it may be sacrilege to say so. The vision of the Aleutians that will be with me the longest is that of flying over many of them at a height of 8,000 feet or more, with visibility clear and unlimited. The smaller islands reminded me of green pinpoints on an endless road of staid, stony, grey. Some of them seemed to be perfectly round, some were sprawled out in one direction or another, as if the better had run a bit before congealing.

SUNLIGHT SEAS

My recollections are not of cold Arctic winds and driving sheets of rain and snow, but rather of marvellously green islands set in clear, untroubled, sunlit sea. The beauty of the picture is enhanced by the memory of slender mountains, or volcanoes, like those of the islands of the Four Mountains, or of Mount Vesuvius on Unimak Island, each an almost perfect cone with luxuriant grass growing up the sides and a snow-covered top.

Of course, rain and snow fall in the Aleutians, the winds blow, fog drifts in and the combination is sometimes too sadistic for human comfort, or even complete tolerance. One can well understand how bitter such experiences are for soldiers in those far-flung islets, constantly on watch for a ruthless enemy and having none of the usual amenities of life that men in or out of uniform enjoy. But the climate is neither Arctic nor even sub-Arctic. The islands lie well within the north temperate zone, between 40 and 54 degrees north latitude, and the Kuroshio, or Japan current, plays there a part, like that of the Gulf Stream toward the British Isles—also famous for fog.

Let us make a comparison. If we could slide the Aleutian Islands, by

This is because the direct and shortest route from the United States to the Great Circle route between the western coast of the United States and Japan lies directly through the Aleutian Islands. No one can really grasp this by looking at any map in which some portion of the area between is always distorted. The distortion is greatest for northern countries on the type of map called Mercator's projection, which envisions the earth as a cylinder, not as a globe.

ON DIRECT ROUTE

A single glance at the North Pacific area on a globe, and especially if the aid of a piece of string is thrust, will show that the high road between North-western United States and the great Japanese cities of Tokyo and Yokohama, by sea and by air, drive directly through the Aleutians, and that to seek instead an approach to Tokyo through the Hawaiian Islands would mean a journey 1,000 miles longer than that which is covered by the Aleutian high seas and air road.

CLOSEST TO JAPAN
In the Aleutians the United States approaches the closest to Japan. The distance between Attu Island and Paramushiri Island, site of a great Japanese naval and air base, in the northern end of the Japanese Archipelago, is 116 statute miles. It is therefore sufficiently obvious that when the day comes for winning the war by carrying the fight to Japan the great Japanese cities of Tokyo and Yokohama, by sea and by air, drive directly through the Aleutians, in which we have a succession of firmly based, permanent and non-sinkable airplane carriers in the several islands. Compare an advance against Japan between 10,000 and 12,000 miles long, from San Francisco to Sydney, or the Solomon, and thence northward to the Dutch East Indies, to Singapore, the Philippines and Tokyo, with the 3,000-mile journey from Seattle to Yokohama, through the Aleutians, where we already have an air base in the Andreanof Islands, within 2,300 air miles of Tokyo.

ALTERNATIVE ROUTES
For our inevitable advance against the heart of the Japanese Empire may follow one of four alternative routes:

1. Through Australia, the Dutch East Indies and the Philippines, where we are subject to all of the dangers and difficulties of an almost impossibly long supply line and malarial tropical jungles.

2. Through China, which has been made strategically an island and is for the present effectively barred to us by the enveloping arms of Japanese military forces.

3. Through Siberia, the entry to which is now denied us by the existing neutrality treaty between Russia and Japan.

4. Through Alaska and the Aleutians, the shortest and direct route and the one which appears to offer greatest promise of success. When we retake Attu we shall be within 2,000 miles of Tokyo. After all, geography may offer the solution.

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Big New Double Star Discovered

VICTORIA, June 1.—(CP)—A large new double star has been discovered by Dr. J. A. Pearce, director of the Dominion Astrophysical Observatory here. It is the spectroscopic binary HD 24333, an eighth-magnitude star in Auriga.

Each part of this new system is a star having 23 times the mass of the sun, and revolving around the other in a slightly over four year period. Dr. Pearce reported to the Royal Society meeting in Hamilton, Ont. Its orbital velocity is about 10 miles a second, and as one star

passes between earth and the other, it may produce a slight partial eclipse. Dr. Pearce predicts, however, that this condition has yet to be observed. The present distance estimates place the system 3,300 light-years from the sun.

Laurent Lamirande Hanged at Montreal

MONTREAL, June 1.—(CP)—Laurent Lamirande, 31, was hanged at Montreal jail Friday for the murder of Paulette Richard and her mother at Amos, Que., last October. Evidence at the trial was that Lamirande had clubbed Miss Richard to death with a rifle, taking \$200, and then set fire to her home. Mrs. Richard died in the fire.

NATIONAL SELECTIVE SERVICE



Coal Fires All Fronts!

CANADA must increase coal production to maintain its war fronts—power for war plants, for railways, for merchantmen and fighting ships, heat for the nation's welfare.

Workers and mine operators must be aided in their vital task. More coal must be mined and delivered. Experienced coal mine workers must be added to mine staffs.

A Proclamation of His Excellency the Governor General in Council declares a national emergency to exist in regard to coal supply. An Order in Council provides Regulations to make men available to mine coal. These are the main points in the new Regulations:

- 1 EVERY EMPLOYER, REGARDLESS OF HIS INDUSTRY, must advise his employees of these Regulations, and he must assist in discovering whether any of his employees have had previous experience as coal mine workers.
- 2 EVERY EMPLOYEE, REGARDLESS OF HIS INDUSTRY, who has had previous experience as a coal mine worker, must report that fact to his employer.
- 3 A "COAL MINE WORKER" FOR THESE PURPOSES is anyone who, since January 1st, 1935, has worked under previous certificate or license in or around a coal mine, or who, since the same date, has been employed for a total of at least 24 months in the production of coal (except at office work).
- 4 EVERY EMPLOYER, NOT A COAL MINE OPERATOR, must report in writing to a Selective Service Officer, full details on any of his employees who are ex-coal mine workers.
- 5 SELECTIVE SERVICE OFFICERS ARE AUTHORIZED to require ex-coal mine workers to report for interview and to accept work at a coal mine.
- 6 SELECTIVE SERVICE OFFICERS MAY REQUIRE any man in any employment, if subject to Mobilization Regulations but rejected for Military Training, and certain others excused from Military Training, to accept employment at a coal mine.
- 7 NO COAL MINE OPERATOR may terminate the services of any coal mine worker without written permission from a Selective Service Officer.
- 8 NO COAL MINE WORKER may leave employment at a coal mine without written permission from a Selective Service Officer.
- 9 EVERY EX-COAL MINE WORKER, returning to the industry under these Regulations, will be paid wages at the established rate for the job at which he is placed; and the Government will pay wages of 40 cents an hour, 8 hours a day and 48 hours a week, to any ex-coal mine worker required to leave his present employment under these provisions, but not placed immediately at coal mining.
- 10 A BOARD ALLOWANCE of not more than \$7.50 a week may be paid an ex-coal mine worker now returning to a coal mine, if required to live away from the residence of his dependents.
- 11 PRESENT AND FUTURE COAL MINE WORKERS will be granted postponement from Military Training to February 1st, 1944, by virtue of their occupation; and no coal mine worker will be accepted for voluntary enlistment in the Armed Forces of Canada, prior to February 1st, 1944, except under permit to enlist from a Selective Service Officer.
- 12 NO EMPLOYER IN CANADA, EXCEPT A COAL MINE OPERATOR, may solicit for employment or hire any ex-coal mine worker.
- 13 REGARDLESS OF ANY DOMINION OR PROVINCIAL LAW, male persons at least 16 years old may be employed as coal mine workers, and female persons at least 18 years old may be employed as surface coal mine workers.
- 14 WAR EMERGENCY TRAINING CLASSES will be available for training men as coal mine workers.
- 15 ANY EMPLOYER UNABLE TO REPORT IMMEDIATELY should advise the Employment and Selective Service Office of the date he will report.

Such is the substance of the new regulations. Full details may be had at any Employment and Selective Service Office. If these provisions require action on your part, you are urged in the national interest to act immediately. Severe penalties are provided for non-compliance, but the Government relies on the cooperation of the citizens of Canada to make prosecution unnecessary by prompt action as required.

This is a grave emergency. Assist if you can.

DEPARTMENT OF LABOUR

HUMPHREY MITCHELL
Minister of Labour

A. MacNAMARA
Director, National Selective Service

Tear out FOR FUTURE REFERENCE

Photographic Beef Ration Guide (As of May 27th, 1945)

Illustrating 25 Standard Beef Cuts, With Ration Coupon Values

You now use the brown Spare Coupons "A" in your present Ration Book when buying meat. Each person is entitled to use two of these coupons a week, in the order they are numbered, during periods specified by the Ration Board. A family of two people will have a total of 4 coupons a week; a family of three people, 6

coupons per week; four people will have total of 8 coupons per week—and so on. Below each photo is shown the pounds per coupon you are entitled to buy, also the number of coupons required for the two most popular weights sold. Keep this Beef Guide. It will help you to conveniently select your weekly purchases.

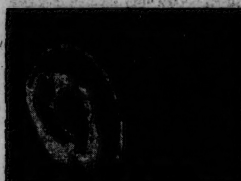
(Reproduced by kind permission of Dominion Stores Limited, Toronto, Ont.)



ROLLED RIB ROAST (Boneless)
1 1/2 lbs. per coupon
3 lb. Roast 4 Coupons
4 1/2 lb. Roast 6 Coupons



SIRLOIN POINT ROAST (Boneless)
1 1/2 lbs. per coupon
3 lb. Roast 4 Coupons
4 1/2 lb. Roast 6 Coupons



ROLLED BRISKET (Boneless)
1 lb. per coupon
3 lb. Roast 3 Coupons
5 lb. Roast 5 Coupons



PRIME RIB ROAST
1 lb. per coupon
5 lb. Roast 5 Coupons
7 lb. Roast 7 Coupons



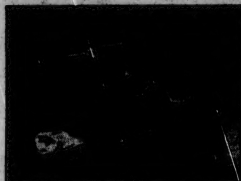
BLADE ROAST
1 1/4 lbs. per coupon
3 1/4 lb. Roast 3 Coupons
5 lb. Roast 4 Coupons



ROLLED RIB ROAST (Boneless)
1 1/2 lbs. per coupon
3 lb. Roast 4 Coupons
4 1/2 lb. Roast 6 Coupons



ROLLED CHUCK ROAST (Boneless)
1 1/2 lbs. per coupon
3 lb. Roast 4 Coupons
4 1/2 lb. Roast 6 Coupons



SHORT RIB ROAST
1 lb. per coupon
3 lb. Roast 3 Coupons
5 lb. Roast 5 Coupons



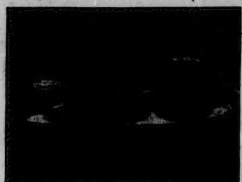
SIRLOIN STEAK
1 lb. per coupon
1 lb. Steak 1 Coupon
2 lb. Steak 2 Coupons



CHUCK ROAST
1 1/4 lbs. per coupon
3 1/4 lb. Roast 3 Coupons
5 lb. Roast 4 Coupons



ROLLED RIB ROAST (Boneless)
1 1/2 lbs. per coupon
3 lb. Roast 4 Coupons
4 1/2 lb. Roast 6 Coupons



ROUND STEAK
1 1/4 lbs. per coupon
1 1/4 lb. Steak 2 Coupons
2 1/4 lb. Steak 3 Coupons



SHOULDER ROAST (Round Bone)
1 1/4 lbs. per coupon
3 1/4 lb. Roast 3 Coupons
5 lb. Roast 4 Coupons



PORTERHOUSE STEAK
1 lb. per coupon
1 lb. Steak 1 Coupon
2 lb. Steak 2 Coupons



BRISKET POINT (Boiling)
1 1/4 lbs. per coupon
5 lb. Piece 4 Coupons
8 1/4 lb. Piece 8 Coupons



FLANK STEAK (Boneless)
1 1/2 lbs. per coupon
1 1/2 lb. Steak 1 Coupon
3 lb. Steak 2 Coupons



HIND SHANK (Boneless)
1 1/4 lbs. per coupon
1 1/4 lb. Piece 2 Coupons
3 lb. Piece 4 Coupons



RUMP ROAST (Round End)
1 lb. per coupon
5 lb. Roast 5 Coupons
7 lb. Roast 7 Coupons



WING STEAK
1 lb. per coupon
1 lb. Steak 1 Coupon
2 lb. Steak 2 Coupons



SHORT RIBS (Boiling)
1 1/4 lbs. per coupon
3 1/4 lb. Piece 2 Coupons
5 1/4 lb. Piece 3 Coupons



STEWING BEEF (Boneless)
1 1/2 lbs. per coupon
1 1/2 lb. 2 Coupons
3 lb. 3 Coupons



HAMBURGER STEAK
1 lb. per coupon
1 lb. 1 Coupon
2 lb. 2 Coupons



RUMP ROAST (Square End)
1 lb. per coupon
3 lb. Roast 3 Coupons
5 lb. Roast 5 Coupons



FRONT SHANK
1 1/4 lbs. per coupon
5 lb. Piece 4 Coupons
8 1/4 lb. Piece 8 Coupons

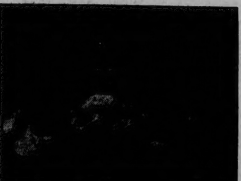


PLATE BRISKET
1 1/4 lbs. per coupon
5 1/4 lb. Piece 3 Coupons
8 lb. Piece 4 Coupons

This Advertisement Inserted by the Following Edmonton Stores:

T. EATON CO.

Eaton's Meat Dept., Lower Floor

Hudson's Bay Company.

Hudson's Bay Co. Meat Dept., Lower Street Floor

Woodward's

Meat Dept., Lower Main Floor

By "Yank" Levy

Canada's Active, Reserve Army Units to be Taught New Murderous Techniques

By EARLE BEATTIE
Exclusive to The Edmonton Bulletin
Copyright, 1963, by British United Press
HALIFAX, N.S., June 5.—When thousands of troops now training in this country go into action overseas, they will use murderous techniques learned from "Yank" Levy, Spanish civil war veteran and master of guerrilla warfare.

Presumed Dead

Levy arrived here from New York a few days ago to lecture on street fighting and guerrilla warfare to active and reserve army units. He is now on a whirlwind tour of Nova Scotia until June 7, when he goes to New Brunswick. From there he will proceed to the army's western command in British Columbia.

This veteran of four wars spit out his words with keen emphasis, pulling facts from under his coat with quickness belittling long practice, and whips out a piece of paper listing how to shoot a man how to guard a sentry. Drawing through a fine art with "Yank" Levy, and his chief delight.

TEACHES ACTUALITIES

"I don't teach theories," he explained. "Only actualities." He remembers James J. Lee, outside Madrid when only 40 men were left alive in the company he commanded.

Sgt. Air Gunner Harry Robert Williamson, R.C.A.F., of 7425 106 street, previously reported missing and now presumed dead, according to a casualty list released Saturday. He was reported as missing after an operational flight over Germany on Oct. 1, according to word received by his wife, who lives here with her year-old son.

Cost of Living Up Half-Point During April

LONDON, June 5.—(CP)—The Dominion Bureau of Statistics reported yesterday that the official cost-of-living index advanced from 117.8 to 118.1 during April, because of increases in the group indexes for foods, rents and miscellaneous items.

The increase, however, has no effect on the cost-of-living bonus payments now being received by Canadian employees since the next time for adjustment of the bonus is Aug. 15, on the basis of the index figure for July 1.

The cost-of-living index is on the same 1955-59 equals 100. At the start of the war the index stood at 100.3, so the wartime percentage increase at May 1 amounted to 17.8 per cent.

FOOD INDEX UP

"The food index, which mounted from 118.1 to 119.3 contributed the major part of the increase (during April)," the bureau said. "Although eggs recorded further slight declines, meats were generally higher and potatoes and onions also increased in price."

"The rent index gained fractionally from 111.3 to 111.5. The miscellaneous items index increased from 107.1 to 108.0, due to an advance in the periodicals sub-group."

Other indexes remained unchanged, fuel and light at 112.7, clothing at 102.5, and home furnishings and services at 117.8."

Under Canada's wage-stabilization policy, bonus payments to employees in a wide range of industries are adjusted quarterly and the next date for adjustment is Aug. 15. There is no change unless the cost-of-living index has varied by one full percentage point or more since the last adjustment.

That was last Aug. 19, when bonus payments became compulsory in many industries. At that time the index had risen 17 per cent since the start of the war.

On the basis of yesterday's figure the increase between the last change in bonus payments and May 1 amounted to only 2/10ths of one per cent.

The maximum bonus at present is \$4.25 a week, or 17 per cent of earnings, depending on the wage category of the worker."

Kiwans Working For Readjustment Returning Soldiers

SEATTLE, June 5.—(AP)—Kiwans International already is organizing for one of the most important post-war problems—that of readjusting soldiers to civilian life.

"Fred G. McAllister of London, Ont., president, said in an interview here yesterday."

McAllister said the work is being carried on at present with hundreds of disabled fighting men returning home.

"Our duty is to do all we can to break down the prejudice of employers against hiring the physically handicapped," he said. "We intend to carry on our work of morale building and encouraging community spirit and patriotism."

Killed in Crash Of R.A.F. Aircraft

QUALICUM BEACH, B.C., June 5.—(CP)—Four men were killed Friday when an R.A.F. aircraft crashed on Qualicum Beach, setting fire to a house nearby. Although several persons were in the building none was injured and the flames were soon put out. Next-of-kin of the airmen have been informed and names will be issued shortly.

First Edmonton Hangar Was Primitive



When a person looks upon the mass of ultra-modern buildings at Edmonton's busy airport it seems hard to believe that this has all been a development of the past 20 years or so. But aviation is the real infant of this industry, although it is a very lusty infant. Above is a picture of the first hangar in Edmonton, which was in reality a converted barn. The crew moved out and the plane moved in. Such a building would stand little show in housing a Flying Fortress, or even a P-51.

graduate of the Ontario Hospital at London, Ont. The plans to enter officers and men very keen to the American forces as a lieutenant.

Levy said he found Canadian officers and men very keen to learn. "I regard any soldier who has

not been in battle an amateur," he said, "but the Canadian officers are the material who make fine professionals."

Royalties System Said Best Oil Plan

WINNIPEG, June 5.—(CP)—A system of oil royalties, based on production of each well as it is drilled, is more desirable than the former plan of share companies operating on an average basis. It was decided at a closed conference here this week of provincial securities commissioners and representatives of the Dominion government. Every province except Prince Edward Island was represented.

W. R. Cottingham, of Winnipeg, who presided at the conference, said it was the general view of the commissioners that the royalties plan should remain unchanged. However, in view of recent criticism of the royalties system, the conference, he said, felt its operation should be decided in the light of Alberta's experience.

A special committee will meet in Calgary this fall to consider what changes of the royalties may be desirable.

The conference delegates examined the proposed treaty of extradition with the United States, but decided to take no action before making a report to their respective provincial ministers.

The total area of Alaska is 580,000 square miles.

R.C.A.F. Increases Communications On Both Coasts

OTTAWA, June 5.—(CP)—Air Minister Power said in the house of commons yesterday that "a very big increase" is being made in the R.C.A.F. communications on both the East and West coasts for fighter control facilities and wireless communications.

He said this, without going into detail, when asked about an item in the air department estimates of 1967-68 for signal and wireless equipment, line construction and similar expenses.

The expenditures were mainly for wires and wireless equipment.

Mandel In Dead End Reich Prison Report Assails

NEW YORK, June 5.—(AP)—Georges Mandel, the French cabinet minister who was popularly believed to have more secret information on French politicians than any man in the world, was reported dead in a German prison an NBC dispatch from Switzerland last night.

Mandel, who would have been 61 today, was doubly hated by the Germans as a Jew and as a strong French politician who long opposed them.

Entire Crew of Sunken Ship Land

AN EAST COAST CANADIAN PORT, June 5.—(CP)—A Nova Scotia fishing schooner has brought into port the entire crew of a United Nations merchant ship sunk by enemy action off the seaboard of that province.

More than 40 men were in the crew. All had been out of range of the explosion when it blasted their ship under the surface.

The auxiliary schooner Corolline Rose, fishing out of Lunenburg, N.S., picked up the survivors. The fishermen on the schooner said the freighter's crew had been in the boat only a short time when the Rose, under Capt. Calvin Turner, came upon them.

All the survivors were in good shape.

Wood Fuel Control Set-Up Announced

OTTAWA, June 5.—(CP)—The munitions department announced last night establishment of a new wood fuel control with James Macdonald, minister of defence, as wood fuel controller. The announcement said this step to relieve the coal control of responsibility for wood fuel had been taken because of the serious fuel shortage.

HITLER'S WEAPON IS STARVATION

IF... HE WINS ONLY DEAD GREEKS ARE FREE



Hitler and his kind have only one idea . . . to kill, kill and kill until they conquer the world. Then by the whip, the sword and STARVATION they will rule. Make no mistake about it! You cannot regard your foe this time simply as people with the wrong idea. They are fiends with the thoughts and unthinkable cruelty of fiends. Greece has the courage to hold out against our enemies in spite of terrible cruelties and hardships.

THEY NEED OUR HELP

Since last summer, shipments of breadstuffs have gone to Greece by international agreement. These shipments, made possible by the response to appeals such as this, a response by generous Canadians who remembered, have saved literally hundreds of thousands of lives. BUT . . . if help stops now, that work will have been in vain, and virtually the whole Greek nation will surely perish.

LULLABY OF DEATH

YOUR DONATION CAN HELP TO KEEP THEM FROM DEATH THROUGH STARVATION

The foodstuffs we send through the GREEK RELIEF FUND definitely reach their intended destination.

HELP YOUR DESTITUTE ALLIES . . . THE GREEKS

Make it possible to send them medical supplies . . . Now!

OBJECTIVE \$500,000 JUNE 7-20

GREEK WAR RELIEF FUND

This Space Donated by
THE GREEK-CANADIAN MERCHANTS
OF EDMONTON

Make Your Contributions to Any Branch
of The Royal Bank in Alberta

Killed in Crash

Of R.A.F. Aircraft

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Is Canadian

Levy is a Canadian, born in Hamilton, the fifth of nine children.

"That's because every time my mother had a child she went home to her mother in Canada," Yank explained. He has spent about four years of his life in this country. For all his reputation as a deadly guerrilla fighter, Levy is a family man. He met his wife in Odessa and calls her "the most beautiful thing on two legs." They have one daughter, now in Windsor, Ont., a

The Bulletin's
SPORTS EDITOR

Former Feather Champ Earns Right to Again Bid For Title
Chalky Wright Stops Tenanova in Fifth
BULLETIN
SATURDAY, JUNE 3, 1933

REFERENCE in today's news to the current housing problem in this city is a reminder that tomorrow afternoon's session at Fenwick Park will settle for the time being the little difficulty as to occupancy of the second rung on the ladder of the local senior baseball league.

U.S. Army at the moment has the full picture in the title race, but there has been considerable difference of opinion regarding ownership of the second slot, with the result that Arrows, Dodgers and Hornets are all despatched.

Dodgers and Arrows play tomorrow afternoon and the Hornets will be going after the Army on Tuesday, with the Arrows and Airmail Regular club meeting for the second time this season on Thursday.

COMPARATIVE RECORDS
The four teams are now on even footing, each having disposed of three of their 18 regular league fixtures. The season has accordingly been begun and so the performance records to date can hardly be used as a criterion for the complete schedule, but they do yield some interesting information.

U.S. Army has won every game so far and a glance at the runs and hits columns shows why. The Americans have collected a total of 19 runs and they have made 27 errors. Arrows have nine runs, 19 hits and have made 14 errors, the latter being the highest figure for any of the clubs.

Dodgers' runs total seven, their hits and their error record of six is the lowest for any of the four teams. Hornets have the smallest number of runs, 8, but

Believe It Or Not

By Robt. Ripley



3 FLOWERS GREW OUT OF A SCARF

WAS RUN BY THE G.D. GOWDIE



THE G.D. GOWDIE

WAS RUN BY THE G.D. GOWDIE

In Belmont Stakes Today
Count Fleet Will Attempt To Break American Record

NEW YORK, June 3.—(CP)—The \$25,000 added Belmont stakes will be the 75th time Belmont Park today for the benefit of Count Fleet, Mr. John D. Hertz's colt who has so terrorized the three-year-old division that it is becoming difficult to find rivals.

Not one of the horses the Count whipped in the Kentucky Derby, Preakness and Withers stakes throughout the year, but he was around when the son of Reigh Count says to become the sixth thoroughbred to win the triple crown (Derby, Preakness and Belmont) and the second to add the Withers to that trio of triumphs, Sir Barton turned the latter trick in 1919.

The Count's rivals today will be William Dupont's Fairy Marchant and Berkeley Rogers' Deaconette. Fairy Marchant, an offspring of Man O'War, has net Count Fleet once. That was last October when he trailed the champ by some 25 lengths. Deaconette, who like Fairy Marchant broke into the winning column only recently has yet to tangle with Mrs. Hertz's filly.

Count Fleet is expected to go postward at odds of 1 to 20, the least he has done in the mutuels. If by chance he should lose to either he biggest turf upset since Jim Dandy whipped Gallant Fox and which one in the trappers at Saratoga in 1905.

Chief speculation is whether the Count will crack the American record of 2:27.55 for a mile and a half, which he set in the Belmont last fall at Belmont.

With the race growing around \$60,000, the Count can pick up in the neighborhood of \$30,000 to tack on to his winnings of \$21,000.

Big Daily Double
BOSTON, June 3.—(AP)—The largest daily double of the New England racing season was registered Friday when Allen T. Jones' Smart Larkin and Mrs. Pete Christensen's Night Pansner returned \$102.40 on 20 tickets at Suffolk Downs. Smart Larkin paid \$10.80 and Night Pansner \$20.60.

GIRLS
REGISTRATION OFFICE

With the race growing around \$60,000, the Count can pick up in the neighborhood of \$30,000 to tack on to his winnings of \$21,000.

Yankees Trim Browns 6-4

Brooklyn Collects 25 Hits In Beating Chicago Cubs 18-5

CHICAGO, June 3.—(AP)—With their pitching staff in bed shape and their security as National League leaders yesterday, Brooklyn Dodgers blasted away with baseballs Thursday and anothered the Cubs 18-5 to retain their grip on first place.

Ray Mack's triple with Otto Dammert on base and Cleveland Indians' loss in the eighth inning left the Yankees before 19,854 fans in Ebbets Field.

CHICKS ROSE BOX 4
BOSTON, June 3.—(AP)—Chick Sox took their second game in a row from the Red Sox yesterday with a 4-3 victory, changing up the place and two of their four in the first inning of pitcher Louis.

The Dodgers' starter, Rube Nelson, also failed to survive the first inning, walking three of the first four men and allowing the other to hit. But Bobo Newson came in to pitch and he pitched well.

CHICAGO, June 3.—(AP)—K. M. Landis, commissioner of baseball, announced yesterday that baseball "relief" days would be held in both major leagues June 30 and July 3, with night games or doubleheaders to be scheduled in each instance.

Landis said all receipts would be turned over to the National League fund.

The schedule June 30 in the American League is Washington at Chicago, Philadelphia at St. Louis, Boston at Detroit and New York at Cleveland, and in the National League at Chicago, Cincinnati at Brooklyn, St. Louis at New York, and Pittsburgh at Philadelphia.

The July 23 schedule is: American League—Boston at St. Louis, St. Louis at New York, Cleveland at Philadelphia, Philadelphia at Cincinnati, Cincinnati at New York, and New York at Pittsburgh. Brooklyn at Chicago, and Philadelphia at St. Louis.

ST. LOUIS, June 3.—(AP)—Moose Cooper pitched Philadelphia's first night ball last night while the Cardinals pitched a two-run lead from the third inning on a homer by Charlie Fisher for three runs in the eighth to win 3-0.

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California To Meet Pep On June 25

NEW YORK, June 3.—(AP)—Chalky Wright will fight tonight only five rounds to flatten Phil Terranova and thereby qualify for another shot at the featherweight championship he once held.

Wright, whose home is in Los Angeles, weighed 135 pounds, one more than his victim.

After flooring the youngster from the Bronx with a straight right-hand for an eight-count in the second round of this scheduled 15-rounder, and then punching his face to a bloody mess in the next two, Chalky finally pulled the trigger on his big gun at 2:46 of the fifth and Phil took the full count.

Referee Frankie Fullam probably would have counted eight for the 25-year-old New Yorker who was out and had to be carried to his corner.

The smallest crowd of the year, only 6,300, sat at Madison Square Garden and perished through the show and contributed to a gross sum of \$13,425.

Chalky disposed of the youngster the New York State Athletic Commission said he must care of before getting a shot at the featherweight crown.

He is slated to meet champion (fall, June 25 here) for the title. The fight will be on Tuesday in Boston with Sal Barile.

The New York Commission says it won't recognize that one as a title, even if Barile should win, but Chalky insists there'd be little use in the fight if he leaves the place of the crown in Boston.

Meanwhile, he has signed for a fight July 3 with Vic National in Havana.

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Corvette Win by 3-0

Centrals Triumph 8-4 Over U.S. Air Corps Fastballers

Centrals moved into a third place tie with Moose in the Senior Men's Fastball League Friday night when they defeated U.S. Army Corps 8-4 in the second half of a twin bill played at Kingsway Park.

Hayward Corvettes chalked up their second victory of the season in the curtain-raiser by blanking Air Force Bomberettes 3-0.

Centrals forced Isaac Godfrey out of the loser's box in the first inning of the men's game when they counted seven runs to take the lead which they maintained throughout.

Air Corps came through with four in their half of the initial session, but were held scoreless in the remainder of the encounter by pitcher Al Jarvis.

The winners' seven runs in the first were brought in by Sammy Schaefer, Bruce Mackay, Bob Collard, Rudy Wernbach, Bailey, Don Ellis and Tommy Fern.

Centrals' other run was scored in the fourth by catcher Tommy Bryant. The Airman's four runs were counted by Clinton Kellam, Willie Draker, Russell Blaisdell and Iam Scott.

Score by innings: Centrals 700 100 6-4; Air Corps 000 000 0-3.

Al Jarvis and Tommy Bryant; Iam Scott, Joe Halligowski (17) and Pete Morrison.

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"Dear with grief Aunt Hattie died leaving us her whole estate love Edith." That's three words over, Ma'am. "Ma'am—Well, cut out, 'Hear with grief'!"

Today's Sport Parade

By Jack Cuddy

Editorial: The Edmonton Sun-
Copyright, 1942, by British United Press

NEW YORK, June 5.—Time and injury are the twin enemies of major league baseball players. If one doesn't cut short the career of a diamond star, the other surely will. Yet Billy Herman and Pinky Higgins, two of the brightest stars in the game for over a decade, are using the hour-glass as a springboard to their greatest successes.

Herman and Higgins between them have had 34 years of major league experience. Higgins, a 34-year-old third baseman, has been in the majors for 14 years. . . . Herman, a one-year younger man, in his 12th year of big league ball and still is the crown prince of the league.

The war has provided both veterans and rookies with a large and versatile field for baseball success, and Herman and Higgins are the two leading exponents of versatility in the big time today.

There is a curious parallel to their current careers. Herman, with the Brooklyn Dodgers, and Higgins, with the Detroit Tigers, have been up among the 10 leading hitters for almost the entire season.

BETTER RECORD
HERMAN, who first broke into organized ball in 1928 as a combination shortstop and pitcher with the Victoria in the cotton states league, had the better record of the two.

He hit .300 last year and had the natural offhandedness of hand and eye that ranked him as a par with peerless Charlie Gehringer.

That was just about the best record he had. For Billy has been the club star-club over since. He hit .280 last year and had the natural offhandedness of hand and eye that ranked him as a par with peerless Charlie Gehringer.

Lawn Bowling

ALBERTA AVE. CLUB

Draw for week:

Tuesday, June 2—10:30 p.m.

Tuesday, June 2

Fig vs. Huff, Owen vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy, Clark vs. Campbell,

Crocker vs. Fry.

Wednesday, June 3

Fry vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Thursday, June 4—10:30 p.m.

Friday, June 5

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Saturday, June 6—10:30 p.m.

Sunday, June 7

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Monday, June 8

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Tuesday, June 9

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Wednesday, June 10

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Thursday, June 11

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Friday, June 12

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Saturday, June 13

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Sunday, June 14

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Monday, June 15

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

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Tuesday, June 16

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Wednesday, June 17

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

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Thursday, June 18

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Friday, June 19

Fig vs. Owen, Huff vs. Henderson,

McIntosh vs. Mitchell, Gervais vs. Kennedy,

Clark vs. Campbell, Crocker vs. Fry.

Saturday, June 20

Fig vs. Owen, Huff vs. Henderson,

Old Eagle Eye



Emmett Red Ormish, old American League umpire, continues to sell shots as sergeant of Chicago highway police.

Trainer Barred From Belmont

NEW YORK, June 5.—(AP)—Hughie Haddock, trainer for the Mill Brook stable, Friday was denied the right to enter any of his horses at the result of a New York State Racing Commission report that showed Sam Gray had been charged in the first race at Belmont Park, May 25.

It is reported that no further entries be received from Haddock, pending further investigation, the stewards of Belmont Park said that horses in his charge may be transferred to another trainer approved by the stewards.

The larvae rears in the Yukon Territory rises in Lake Bennett.

One of Ontario's oldest Orangemen, Hugh Jordan, 84, died at the home of his son, Hubert, here Friday. For 25 years he was a member of the Board of Wesleyan Methodist church, Weyburn, Sask. until he retired 18 years ago.

Distance by road from Fairbanks to Valdez is 270 miles.

He was just about the best record he had. For Billy has been the club star-club over since. He hit .280 last year and had the natural offhandedness of hand and eye that ranked him as a par with peerless Charlie Gehringer.

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Ritchie Honda Juniors

Eastwood Fastball Girls Take Intermediate Title

The Intermediate School Girls' Fastball League played their final games this week with Eastwood winning the senior league games and Ritchie the junior ones.

In the senior league final Eastwood defeated Riverdale 10-6. The game was closely contested, the score being tied several times. Highlights of the game included home run hits by Edith Worthen of Eastwood and Nancy Ward and Elsie Anderson of Riverdale. Spectacular catches were made by outfielders on both teams.

In the junior league, Ritchie defeated McDougall by a score of 12-6. Good team work was displayed by both teams. Bunting was exceptionally good and throughout the game was much stronger than the fielding.

The league was organized early in May under the sponsorship of Miss Marie McFarley. Teams playing in the junior section were: McDougall, Jasper Place, Ritchie, North Edmonton, Rutherford and Bennett. Those in the senior section were: Eastwood, Riverdale and Eastwood.

A scheduled game between Ritchie and McDougall, at St. Mary's, on May 25, was postponed because of rain. The game was rescheduled for June 1, but was also postponed because of rain.

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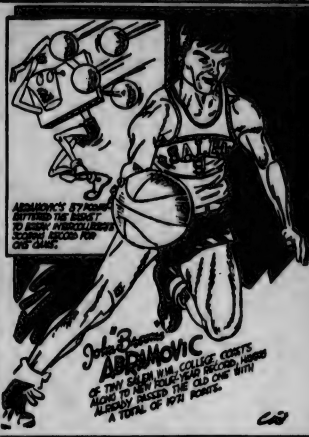
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Bobby Summers still top jockey Winnipeg Races

WINNIPEG, June 5.—(CP)—Favorite colt Jim of the seven races at Polo Park's 15-day meet ended its seventh day. Jockey Bobby Summers continued to lead the riders with two wins, two thirds and a second.

Summers rode Marbling Man to win the Air Day Handicap in the third race. The colt, winner of the fourth race, was also ridden by Summers. Aboard Lady Moira in the sixth Summers escaped injury when his mount fell as it rounded the second last turn. The horse was withdrawn.

The Daily Double, Brown's Beauty, ridden by Duke Smith in the first race and Pagan Court with Haller up in it second, paid \$17.40. The Quintella, Brilliant Help and Courtway in the seventh, paid \$11.40.

Grace Darrin, by Joan Maxwell, broke through the crowd in a cowardly manner as it roared at the young man's record. He was wounded and well-shocked at the time before being invalidated out of the army.

CHICED WRONG MAN CROYDON, Eng.—(CP)—On a bus seat here a woman called a young man in a cowardly manner as it roared at the young man's record. He was wounded and well-shocked at the time before being invalidated out of the army.

EXTRA PEP FOR GUNNERS LONDON.—(CP)—Anti-aircraft gunners on Britain's coastal front where "orange target" attacks may occur at any time, have to be more than just normally fit. Ordinary physical training isn't good enough, so they have a 15-minute run P.T. designed to quicken the brain and make it work fast.

A 100% RECORD

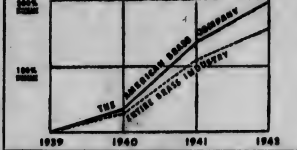
Record on May 14, 1942 is two plants in production, showing percentage increase over 1939

Record for The American Brass Company

ALL TEN AMERICAN BRASS CO. PLANTS IN U.S.A. HAVE EARNED RIGHT TO FLY ARMY-NAVY "E" FLAGS

This is the story in terms of war production

WARTIME PRODUCTION RECORD OF THE U.S. BRASS INDUSTRY showing percentage increase over 1939



Bulletin Patterns

Crisp Young Frack

DOROTHY DIX SAYS—

Mother's Care Points Course of Child's Life Manners, Habits, Health, Religion, Social Standing, All Result of Loving Watchfulness Through Years of Young Life

A mother asks: "What have my children a right to expect of me? Well, practically everything, since it is the mother's hand that shapes the way and makes of it something beautiful and strong and useful, or else it is warped and misshapen, a vessel that is fit only for the scrap pile. Perhaps one of the strongest influences a child is born with some quality that enables him to be the architect of his own fate, but the balance of us are what our mothers make us.

Children, then, have a right to expect to be well born, of good stock, free from physical or mental defects, and to have their life hard enough and so sound bodies that it is a martyrdom for those who are handicapped by physical infirmities. So children have a right to expect that their mothers will watch over their development, to expect that their mothers will see that they have wholesome food, to see that they take proper rest and exercise, to give them sound medical care, and in every way to try to bring them up into being strong and well.

PREVENT DEFECTS

It is the children who are allowed to go to bed when they please and still themselves on candy and cake who develop into the neurotic individuals who enrich doctors and fill the sanitariums. In these days of mother-working surgeons and free hospitals there is no excuse for mothers to let their children grow up with diseased tendencies and free bodies.

There's a clean-cut, snappy look to this young Anne Adams' frock that is right in any with the latest fashions. It is a checked fabric to show off the best shirt pattern; use crisp white contrast for the revers, cuffs and optional pocket bag. A dress you really live in.

Pattern 441 is available only in sizes 12, 14, 16, 18 and 20. It requires 3 1/2 yards of 36-inch fabric and is yard contrast.

Send twenty cents (10c in each stamp) enclosed to the Editor of this Anne Adams pattern. Write plainly name, address, style number.

Send your order to Pattern Department, The Edmonton Bulletin, 100 Front Street West, Toronto, Ont.

Please allow a week or ten days for delivery.

For two centuries, the Upsie tree of Java has been given out to persons who want new. It is now known that only the juice of the tree is poisonous.

W. I. In Northern Alberta

Announcement has been made by the Old School of Agriculture that the A.W.I. scholarship awarded to the girl student who made the best showing in her first year's work was won by Miss Eleanor Bjergsten of Edgemoor. The award was presented when she returns for her second year.

WOODDALE

Mrs. Ralston, convener of agricultural, arranged an afternoon program, giving a short talk on her gardening, followed by a flower contest. Seeds and plants were exchanged.

WABAMUN

National health was the subject of the meeting when Mrs. Williams stressed the need for care of teeth on a health program. Mrs. Woodard was appointed delegate to the coming conference to be held at Onaway, Plains. Plans were made to have a course in sewing.

WARSEITE

Mrs. Gibson had a discussion on bird life in Alberta when the W.I. met at the home of Mrs. Dobson recently. Mrs. W. Carson was chosen to represent the branch at the coming conference in Edmonton. Members will hold quilting parties to complete five quilts.

CONDOR

Mrs. J. Flanagan stressed the importance of dress in winning the war when the convener of the cultural program, Co-operating with other organizations, held a dress show. The proceeds will be used to assist in manufacturing children's uniforms, whooping cough and smallpox. A course in wartime costume is being planned. Mrs. Miers will be the convener of the next meeting. The latter having moved to the house, Mrs. O'Connell and Mrs. Donkin were appointed directors.

ORIPPE W.M.

Members organized a clean-up day at the cemetery recently. They also held a successful bazaar at Bransford.

Mrs. LADY THREDSMITH, convener of the W.I. for several years, was presented with a farewell gift. Mrs. Thredsmith was a member of the W.I. for many years and was a well-known figure in the community. She was a member of the W.I. for many years and was a well-known figure in the community.

Mrs. Spence displayed pieces of antique glass when she spoke on home economics at the home of Mrs. Edgemoor. The program was well attended and the speaker was well received.

ECHO HILL

Mrs. W. Spence read the story of the health of the children. The program was well attended and the speaker was well received.

DONALD

A caterer has been engaged for the summer months to care for the cemetery, a work sponsored by the W.I. Quilts were completed for the W.I. League and Red Cross. A short program was held for Mother's Day completed the work.

WAINWRIGHT

Meat rationing was explained by Mrs. J. R. Brown when the W.I. met at the home of Mrs. P. May. Mrs. Donaldson was chosen as official delegate to the conference being held at Viking on June 8. A dance was held and the proceeds will be used to assist in manufacturing children's uniforms, whooping cough and smallpox. A course in wartime costume is being planned. Mrs. Miers will be the convener of the next meeting. The latter having moved to the house, Mrs. O'Connell and Mrs. Donkin were appointed directors.

BIG BOW

Two dances were held sponsored by the W.I. and a box of clothing is being shipped to the Salvation Army. The program was well attended and the speaker was well received.

Mrs. West, who has been a director of the W.I. for several years, was presented with a farewell gift. Mrs. West was a member of the W.I. for many years and was a well-known figure in the community.

Mrs. McLaren gave a talk on the health of the children. The program was well attended and the speaker was well received.

ANQURE RIDGE

Members enjoyed a social meeting at the home of Mrs. T. Angus. The program was well attended and the speaker was well received.

WESTLOCK

In place of the usual business meeting, a program was held. The program was well attended and the speaker was well received.

INNISSFAIR

Girls in the W.I. entertained in honor of the grandmothers at the home of Mrs. J. R. Brown. The program was well attended and the speaker was well received.

NORTH RED DEER

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War Kitchen

One can find a number of recipes and other specialties with new low ration point value but high nutritive value can be deliciously prepared.

SAUSAGE

One pair brains (each head or lamb), salt, beaten egg, cracked corn, butter or oil.

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Coated spinach, butter or table fat, salt, pepper, onion, garlic, tomato, etc.

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Your Baby And Mine

It is difficult enough for a parent to determine what is and what is not abnormal in children: With the known differences in rate of development, the parent is liable to be blamed for believing that in time the child will catch up with children whose development is slower.

Debunker

It is just as difficult for one to determine what is and what is not abnormal in children: With the known differences in rate of development, the parent is liable to be blamed for believing that in time the child will catch up with children whose development is slower.

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Points for Parents

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What To Do

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Compromise Peace Even Most Optimistic Nazis Have Abandoned Hope of Axis Victory

By HUBERT UNKULL

Exclusive to The Edmonton Bulletin
STOCKHOLM, June 2.—Usually well-informed sources with connections inside Germany said Friday that even the most optimistic Nazis have abandoned hope of an Axis victory, but still believe Germany can avert complete disaster by arranging a compromise peace.

National Group Labor Relations Is Recommended

OTTAWA, June 2.—(CP)—The Toronto board of trade in a submission to the National War Labor Board Friday recommended appointment of a national council on labor relations, representing both employers and employees, to assist in formulating government labor policy.

J. B. D. Tully, K.C., of Toronto, presented a brief before the board, organization at the Labor Board, general inquiry into labor relations.

He said the two other organizations, the Western Canada Bituminous Coal Operators' Association and the Canadian Hospital Council, were used in the records of the inquiry by D. C. Price, secretary to the Labor Board.

IMPORTANT PART

"In the formulation of government labor policy and the education of the people of Canada on these subjects, the Toronto board of trade said it believed there is an important part to be played by a national council on labor relations representing all employers and employees in this country, as well as the public interest generally."

The brief proposed establishment of permanent regional panels to handle disputes under the Industrial Disputes Inquiry Act. In enforcing collective bargaining agreements it was suggested that making bargaining rights conditional upon observance of agreements would be more effective than imposing fines.

The Western Canada Bituminous Coal Operators' Association said war necessitated some restriction of the normal rights of employers and employees but that there should be as little disturbance of normal relations as possible.

URGE CONSOLIDATION

The association recommended consolidation of labor legislation and regulations. Strikes were held out not only against employers but also against the government and disinterested third parties.

The brief supported wage standards which it said, had a historical background. Wage adjustments should be made by controlling bonus rather than by changes in basic rates.

The Hospital Association said it recognized wage standards in hospitals were below those of many industries but had in recent years increased.

The council recommended standard wages for hospitals with recognition for regional differences. To enable hospitals to meet

PRIVATE BREGER ABROAD



"Note the characteristics of the enemy tank: The 75-mm. gun, plus 50-calibre machine gun, low clearance, 270 horsepower engine, rear sprocket drive..."

Barring Calamities Allied Timetable Calls For Defeat of Nazis in 1944, Japanese in 1946

By LYLE C. WILSON

Exclusive to The Edmonton Bulletin
Copyright, 1943, by British United Press
WASHINGTON, June 2.—Barring interference of strikes and such unforeseeable calamities, the United Nations timetable schedules defeat of Germany in 1944 and Japan in 1946. Italy is expected to be neutralized or out of the war before Germany is defeated—possibly before the end of this year.

There is no intention whatever of leaving the main burden of the European war upon the Soviet Union's Red army. But the Anglo-American policy, reaffirmed at last month's meeting between Roosevelt and Prime Minister Churchill, is to keep Russia supplied and in the war.

Russia and its manpower are realistically viewed here as the key to European war strategy. So long as the Russians hold the Axis in the east, the British and American forces can invade from the west or south of Europe. And the next invasion step apparently is imminent.

Just as the Axis foretold the United States' movement toward North Africa last autumn by observing concentrations of sea power in and around Gibraltar, so they now are diagnosing a new move.

NATURAL STEP

The natural step from the Tunisian advance, where Rommel's remnants were cornered and captured last month is across a 90-mile stretch of the Mediterranean sea to the island of Sicily. By taking Sicily and the island of Sardinia, the west, two tiny dots of islands to the south and the island

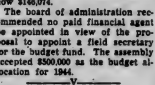
Church Budget Receipts Higher

HAMILTON, June 2.—(CP)—John M. Thomson, chairman of the board of administration, Friday told the general assembly of the Presbyterian Church in Canada budget receipts for the year ending Jan. 31, 1943, were the highest since 1932.

Mr. Thomson said \$232,028 was received, an increase of \$28,028 over the previous year. There was a surplus of \$60,038 on the year's operations which was applied to reduce the accumulated deficit, now \$146,074.

V.C. Posthumously Awarded to Young Maori Lieutenant

LONDON, June 2.—(CP)—The Victoria Cross has been posthumously awarded to Koro-Nuku-Kiwa Ngarimu, young New Zealand Maori lieutenant who during the Battle of Tunnah held an important hill position almost all one night and fought the enemy hand to hand until he was finally killed as he stood defiantly firing a tommygun from the lip.



Stiff Penalties For Instigators

WASHINGTON, June 2.—(AP)—The House of Representatives on a standing vote Friday approved legislation providing stiff penalties for persons instigating or directing strikes in government-owned plants, requiring a ballot of workers before a strike could be called and strengthening the authority of the War Labor Board. The bill will now go to the senate, where it originated, for action on amendments.

The legislation provides that anyone instigating a strike or directing a strike or lockout shall face a maximum penalty of \$5,000 fine and one year imprisonment. In addition, it bars the use of union funds for benefits payable to workers on strike but does not interfere with the right of an individual to refrain from work.

Council of Women To Meet June 15-19

TORONTO, June 2.—(CP)—Delegates from all over Canada are expected here for the 50th annual sessions and conference of the National Council of Women, June 15-19. Mrs. Edgar D. Hardy, Ottawa, will preside. Her Royal Highness, Princess Alice, is one of the speakers.



STILL PIONEERING



"BLUE GRASS STATE"

WINDSPEED	Arrow to Previous Point	14 Sea eagle
1 Depicted state	17 Rough lake	18 Endure
2 Trade on	18 Mountain top	19 Prairie
3 Foretell	19 Mountain top	20 Type of robe
4 Torpedo	20 Mountain top	21 Scatter
5 Great Lake	21 Scatter	22 Welcome
6 Hawaiian bird	22 Welcome	23 Librarian
7 Caterpillar	23 Librarian	24 Doctrine
8 It has an	24 Doctrine	25 Pertaining to
9 of 40,598	25 Pertaining to	26 Salt
10 square miles	26 Salt	27 Preservation
11 Tiller	27 Preservation	28 Exalts
12 Rainbow	28 Exalts	29 Nova Scotia
13 It is called	29 Nova Scotia	30 Decrease
14 Man's name	30 Decrease	31 Color
15 Nas	31 Color	32 Foiled vase
16 Oldness	32 Foiled vase	33 Dance step
17 Upper bench	33 Dance step	34 Substance
18 Comparison	34 Substance	35 Mountain pass
19 Symbol for	35 Mountain pass	36 Grand Army
20 Iridium	36 Grand Army	37 Weight of the
21 Size of sheet	37 Weight of the	38 Right (abbr.)
22 Stale's wife	38 Right (abbr.)	39 Crayon
23 Measure	39 Crayon	40 Volume
24 Kind of duck	40 Volume	41 India
25 Indian	41 India	42 Narrows
26 Discount	42 Narrows	43 Genus of
27 Debt to whom	43 Genus of	44 Chinese sauce
28 Make new	44 Chinese sauce	45 Music note
29 Again	45 Music note	
30 Flash		

McKenney On Bridge

This is the last of a series of six articles showing a technique of play known as "falsification." This series will prove helpful to experts and beginner alike.

By WILLIAM E. MCKENNEY
American Card Authority

Today's false-card situation came up more than a year ago in the championship Masters Individual tournament. South's contract was six spades. West decided to open a trump and led up with the king. You can see the declarer's problem. He has only three trumps left. Outcalling. If the queen-jack-dummy is in the East hand, he is bound to lose the trick. But if the jack-queen-dummy were in the West hand, the declarer will not have to lose any spade trick.

South played the three-spot from dummy, and now East made

FIRST ON THE FRONTIERS WITH THE VANGUARD OF PROGRESS

Massey-Harris Implements and Service Help
Farmers Open Up Great Peace River District

Canadian agriculture is still pioneering. "New Country" is a challenge to the farmer—a challenge readily met by men of stamina and resourcefulness who see not the hardships of the present but rather the vision of the future.

In bringing into production the great and fertile acreage of the Peace River District farmers have again thrust forward the boundaries of civilization and progress.

For nearly a hundred years, Massey-Harris has been helping the farmers of Canada in their pioneering. Pioneering with the settler in breaking new country—pioneering, too, in developing new types of equipment that will help farmers do their work easier, quicker and cheaper. In making equipment and service readily and early available for the men who first saw the possibilities of the Peace River District, Massey-Harris maintained its tradition of first on the frontiers with the vanguard of progress.

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ESTABLISHED 1847
The Largest Makers of Farm Implements in the British Empire

TORONTO MONTREAL MONCTON WINNIPEG BRANDON SASKATOON
SWIFT CURRENT YORKTON CALGARY EDMONTON VANCOUVER

Another Big Show Starts Monday

Doors Open Daily 12:30 — Features 12:45, 3:00, 5:15, 7:30, 9:45
LATE COMERS WILL SEE FULL SHOW

Rommel had five secrets that might have won him Africa...

—If a corporal and a girl hadn't stolen them in a bomb-torn desert inn!

PARAMOUNT'S **FIVE GRAVES TO CAIRO**

Rommel's Five Amazing Secrets!

starring **FRANCHOT TONE · ANNE BAXTER**
with **AKIM TAMIROFF**
and **ERICH VON STROHEIM**
as Field Marshal Rommel

Directed by **BULLY WILDER**

Screen Play by Charles Bennett and Billy Wilder
Based on a Play by Lajos Veszelyi. A Paramount Picture

Plus:
Canada Carries On "Thought For Food"
Novelty "Speaking of Animals" — News

Capitol
A FAMOUS PLAYERS THEATRE

This Program Will Also Be Shown SUNDAY MIDNITE!

STRAND Today and Monday
Beauty... Rhythm... Laughter... Great Song Hits!

ISABEL HAYWORTH
in **You Were Never Lovelier**

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Second Chapter
"KING OF THE MOUNTAINS"

MATINEES 30c Plus Tax

ROY ROGERS
King of the Cowboys in
"IDAHO"

EVENINGS 30c Plus Tax

TODAY ONLY
GARNEY
"The Pride of the Yankees"

STARTS MONDAY

NOEL COWARD in
"IN WHICH WE SERVE"

LAST DAY!
TECHNICOLOR
MUSICAL
COMEDY
"HELLO FRISCO, HELLO"
with
ALICE FAYE
and Big Cast

THELLS CROWD THE SCREEN AS THEY CHASE

HARRIGAN'S KID
Public with
FRANK MARSH · GAYNE
with **A GAYE GARDNER · GAYNE**

EMPIRE
A FAMOUS PLAYERS THEATRE

Today Only
"GENTLEMAN JIM"
COMING MONDAY
The Screen Hit of the Year
"NOW VOYAGE"
with **WILLIS DAVIS · PAUL HENREID**
Also **"DUDES ARE PRETTY PEOPLE"**

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DREAMLAND
1-2 p.m. 30c — Taxes Included
TODAY - MON. - TUES.
Bob Hope - Dorothy Lamour
in the Comedy Hit
"THEY GOT ME COVERED"
Added Feature: **"THE BUNKER BOAR"**

Growing
WITH A
Growing City
Edmonton's Favorite
THEATRES
SEE BACK PAGE OF
SECTION 3—Alaska
Highway Supplement
for Page of Pictures
and Coming Attractions
To...

VARSEONA
STARTS TODAY
ALL FUN! ALL MUSIC! ALL YOUTH!
NICKY ROONEY
"BASES ON BROADWAY"
Also **LEON ERROL** in "STRICTLY IN THE GROOVE"

PONY
STARTS TODAY
"THE GREATEST HEART"
CHECKING PICTURE YET!
GARY COOPER
AS
"SERGEANT YORK"
Also **"BROOKLYN ORCHID"**

AVENUE
STARTS TODAY
2 Big Shows
SIX! WITH
WENDY HERRMAN & DORIS
ANDREW SISTERS
in
"WHAT'S COOKIN'"

GEM
NOW SHOWING
Bud Abbott and
Lou Costello in
"Who Done It?"
—Also—
"The Maltese Falcon"

Read
Dorothy Thompson
3 Times Weekly

ON THE
EDITORIAL PAGE

RIALTO NOW THRU THURSDAY

OTTAWA SQUEALED TORONTO ROARED!
and you'll do the same when you see this side-splitting story of a quiet bachelor girl who found two men moved in to share her kitchen and bath!

did you say **"TINGLE?"**

No "TINGLE"
No other motion picture can make this claim!

Added
"Toll Bridge Troubles"
Colored Cartoon
"Kitchen Quiz"
Novelty Reel

IF AN ARTIST CHARLIE
ARTHUR MCCREA COBURN

The More The Merrier

FAMOUS PLAYERS

CANADIAN CORPORATION LIMITED

and

ENTWISLE THEATRES

Have Never Faltered in
Their Faith in Edmonton
and the North

ENTERTAINMENT HAS ALWAYS PLAYED AN IMPORTANT PART IN
THE LIVES OF THE PEOPLE

The Choice of pictures for Famous Players Theatres has been a job of major importance. To provide relaxation and enjoyment for our patrons great care is taken in the selection of the finest available Motion Pictures. In the past we have adhered to this policy and in the future we plan to bring for your pleasure an even better and more varied type of entertainment.

CAPITOL—EMPRESS—STRAND
GARNEAU—PRINCESS—DREAMLAND

The Sign of



Good Entertainment

BETH CARTER, WAAC

By LORETTA COOPER

CHAPTER XVIII
OVER her meal, Beth assigned Beth to new duties. He took from his pocket the American forces' tactical plan.
"Our problem in tactics was worked out long ago," he said. "Yes, I know."
"The problem now is one of logistics. You're right about every man helping—every chaplain! We don't have to encourage the men. Every man we can use has been working like the dickens ever since I could learn my first order on landing. We've got to get replacements fixed in a hurry—more replacements than we had yesterday by a whole lot. We were working hard but we've got to work harder. This island has only two defenses from

an air attack: anti-aircraft artillery and barrage balloons. We don't have a fighter plane, or for that matter, an airplane of any sort here. They'll be here in time, but not in time to save us unless we figure out a way to survive the blasting we're undoubtedly going to get sometime soon."
"Can guns and balloons win for us?" Beth asked.
"I don't know what Washington has to say on that subject, but I think they can. Look what they did for London and a hundred other English cities! If they're good enough for a Britain battered by hundreds of raiders in a single night, we ought to be able to figure out a way to make them good enough for us against a raid of perhaps 20 planes. I doubt if the

Japs will need more than that. I'll figure that ought to be plenty." "What do you want me to do, Beth?"
"Just this: I want you to stay in headquarters, right on the end of that field telephone. You know what the tactical plan is. You may have to wait, but when the proper moment comes, I'll be depending on you to give the order that will put everything we have into the fight. Do you think you can do that?"
"It's a tremendous responsibility," Beth said. "What if I make a mistake?"
"You mustn't make one. Everything will depend on you." "I'll do my best," she said. "That will be enough."

She turned her head and looked past him at the concrete wall which was designed to protect headquarters against bombs. She knew that it was thick enough to withstand a direct hit. It was up to the Coast Artillery to see that no direct hit came. This nerve centre of a plucky American offensive in the Pacific must come through. It must continue its work toward the day when victory could be advanced.

"Where will you be?" she asked. It was not a doubting question, or a critical one. It was simply that she wanted to know—for, whether he knew it or not, her heart would be with him.
He did not answer for a moment. Then he made the longest speech she had ever heard him make.
"You know in the time everybody does what he can. I'm responsible for everything that goes on here. I can delegate authority but I can never delegate responsibility."

"I'm going out and make my way from emplacement to emplacement, from foxhole to foxhole, from gun to gun, from balloon bed to balloon bed."
"If some place a man is needed right then to help lift a gun into place, I'm going to be that man. If somewhere else a man is needed to swing a pick or hoist a shovel for five minutes, I'm going to swing that pick or hoist that shovel. I'm going out there and do everything I can to make sure we are prepared the best we can be."

He left her. She did not mind his going, even though she wanted to talk to him. She knew how he felt. She had that feeling now, too. They were all one crew, and whether they wrestled with training problems or Y and D problems or supply problems in Algeria or problems of bombs and bullets in some remote battleground like this, they were all fighting for the same cause and the same flag.

Beth finished her coffee. She smiled to herself. Then she said one sentence aloud, musing. "I won't let you down, Uncle," she promised.
She balanced herself on the crutches that had been given to her. The pain was still in her ankle but it was alleviated by an excitement and an exaltation in her soul. She went clumsily toward the major's office but as she noticed her clumsiness.

She sat down in Major Brit Jackson's chair at his desk. She laid the tactical plan he had given her on the desk. She pulled the field telephone close and then placed a test call over it. She was reassured by the knowledge that she was connected directly with the island outposts, and that the phones from every major area on the island were plugged in so that she could talk to all of them simultaneously.

She sat at first tensely, then little by little relaxing. The hours passed. She did not want them to last by; she wanted every one to be long enough so that a mountain of work could be done. For it must be done.
Finally the message she was waiting for came.
(To Be Continued.)

Nearly 250,000 persons live at the foot of Mount Eliza.

LAFF A DAY



"He's prejudiced. All he ever talks about is MANPOWER!"

CURIOUS WORLD



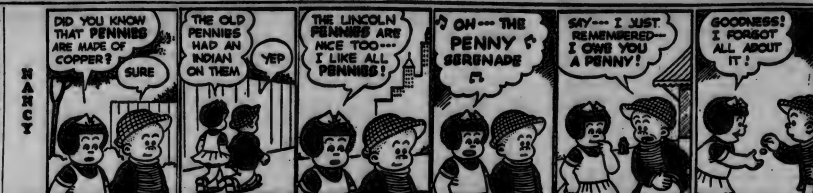
Answer: Originally from Germany, although some lived in England for a time before coming to America.

PLAYING



(To be colored with paints or crayons. Whenever you come to a word spelled in CAPITAL letters use that color.)
YELLOW-haired Susie May and BROWN-haired Teddy are playing.
"Oh, see me jump on the GRAY use BLACK lightly movement!" cries Susie May. "I swing my YELLOW skip rope by its RED handles and to skip-skip-skip in my new YELLOW slippers."
"Ho, ha!" laughs Teddy brightly. "Here goes my BROWN bow!" I guide it with this YELLOW stick so it will go where I wish it to go."
Susie May wears a light BLUE frock with yellow collar and cuffs. Teddy wears a BLUE vel-

vet trimmed with RED bands about the collar and cuffs. The emblem on the sleeve and tie are RED, too. Teddy's shoes are BROWN.
The game is GREEN with YELLOW dandelions growing here and there in it.
Both children have PINK use RED lightly) cheeks and RED lips. Susie May's eyes are BLUE and Teddy's are BROWN.
The sky is BLUE all except the big fluffy white cloud.
The lettering can be painted GREEN.



Everything for the Family ARMY & NAVY Alaska Outfitters (Reg.)



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BETTY LOU DRESS AND SPORTSWEAR SHOP



SEAMEN Jailed



Incredible Engineering Feat Removes Isolation Of Far-Northern Outpost

By GERALD O'CONNOR, K.C.

With the construction of the Alaska Highway the Alaska of the gold rush days, the Alaska regarded as an indefensible and almost valueless outpost, is gone, forced into maturity by the red heat of war. And in the place there is emerging an Alaska destined to take its place in a front-rank role in national defence, and national affairs, and in the peace to follow this war this territory will be the great pivot of the Great Circle air route to the Orient.

Lauds Feat



Gerald O'Connor, K.C., who has described the construction of the Alaska Highway as an "incredible engineering feat."

Bright Future

Alaska can supply one-third of America's war needs without depleting its forest resources. Salmon and other fish will remain a major industry; gold will be mined; fur will flow into world markets, and in addition there will be other important mineral industries centring around the known coal, oil, nickel, tin and asbestos deposits. A network of territorial highways will connect up with the Alaska Highway through Canada. There will be motor and rail links with this highway with Siberia and China, and possibly a shining ribbon of railway will connect Alaska to the United States through Canada.

STRATEGIC VALUE

In the post-war period Alaska will be a major military, naval and air base. It will be a strategic link to the North Pacific. It will constitute a police station for maintenance of international peace and order. Since the beginning of this war Alaska has become a "danger point" at the heart of Japan. It is the most central place in the world for aircraft which can be Europe, Asia or North America, and is possibly the most strategic place in the world.

What Gibraltar was to Britain in the last century, Alaska will be to the United States in this. Here is a base of operations from which Japan can be attacked by long-distance bombers, or with Russia's help by short-range bombers.

REMOVE OBJECTION

The great objection to Alaska as a base of military operations has been removed by the construction of the highway. Over this road there can be brought to the fighting bases the steady stream of war supplies vital to their maintenance. The construction of the Alaska Highway has been an engineer's dream, the idea of slicing a motor road through 1,000 miles of forest and mountains was a project of imaginative quality that only the dire necessity of war brought it to pass. Without this necessity it is probable that the road would not have been built at least for many decades to come.

The magnificent construction feat accomplished by Canadian and United States engineers and road-builders can best be described by comparing it with the building of Canadian and American railways through the Rockies to link the east and west coasts of these continents.

DECISION REACHED

Early in March of last year the decision to build the road was reached between the Canadian and United States governments. On the day the decision was made American engineers sent a trainload of men into the north country, and laid plans to push a "pioneer road" through to Fairbanks within a year. They started working at both ends, at Dawson Creek, B.C., and at Whitehorse. Men and machines were used to the same with incredible swiftness. Engineering regiments, several of them all-Vietnam units, performed stupendous feats of labor. There were some frosts, but the work went on despite summer heat and mighty blood-sucking mosquitoes. And on October 24 it was announced from Washington that the first trucks were operating over the road.

Since then the work of construction of the permanent road is being proceeded with, and the engineers in charge of these operations are certain that an all-weather highway with permanent bridges will be completed before the snow flies next fall. The construction of this road was a brilliant job of clearing the wilderness, of adopting geography and topography to the nation's war needs, and will be a lasting monument to all those who contributed to its building.

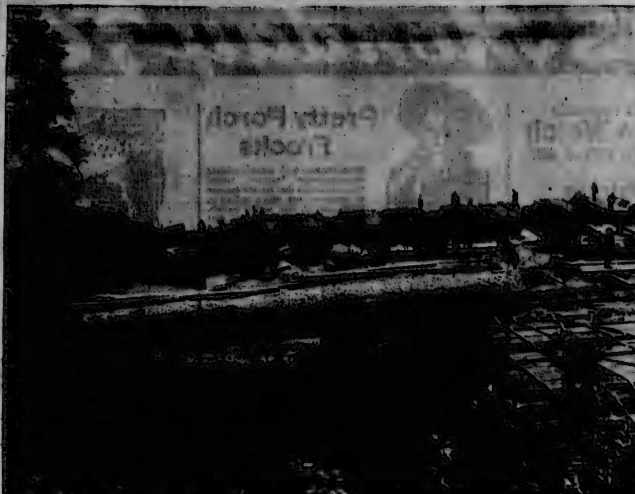
Heavy Increases In Food to Russia Believed Planned

WASHINGTON, June 4.—(AP)—Allied officials said today that a new protocol for Anglo-American-Canadian aid to Russia probably will be signed soon.

Officials said they understood the new protocol will provide sharp increases in the amounts of food and industrial machinery and materials, but without any substantial lessening of munitions shipments.

TOOK BANANAS AS MEDICINE LONDON.—(CP)—It was bound to happen some time, after nearly four years of war, so it wasn't surprising when two children in hospital thought a bunch of bananas was a new kind of medicine. Bananas stopped reaching Britain about the time they were born. The children said they were four, and it was shown how to peel them and it was only after much encouragement that they reluctantly decided to taste the medicine. It was good. The bananas were sent to the hospital by a Scarborough farmer who grew them in his garden.

Supplies For North Loaded at Fort Smith



One of the busiest centres in the war-busy north is Fort Smith, a portage point along the great water system extending to the Arctic. Large quantities of pipe for projects vital to the war are being loaded in the scene above. The rush to the north is the greatest in history.

Inspection Trip



A. H. Williamson, Ottawa, Dominion timber controller, who arrived in Edmonton Friday morning, he is accompanied by C. Crispin, Ottawa, an executive member of the timber controller's office. They are guests at the Macdonald hotel and will remain in Edmonton until Sunday when they will proceed to Vancouver on a routine inspection trip.

Horse Injures Red Deer Man

Exclusive to The Edmonton Bulletin NORTH RED DEER, June 5.—Clifford Anderson, employed by Mrs. C. Reid, Hildesheim, was badly injured on Thursday afternoon, suffering a broken leg and severe body bruises when a mare he was attempting to lead home from the pasture bolted.

Mr. Anderson's foot became entangled in the lead rope and he was dragged almost a quarter of a mile. The mare had given birth earlier in the day to a dead colt and was in a highly nervous condition. Mr. Anderson was brought to the Red Deer hospital where it was reported later he had spent a fairly comfortable night.

Survey Women's Institutes have suggested that British villages should "adopt" European towns after the war to enable them "to start life again."

Getting Around

Continued from Page Thirteen

It is the post-war period about time of sudden change, we think it safe to say there are few Edmontonians who have not secretly thrilled to the new, quickened tempo of life.

They have also thrilled to the stirring achievements of the men who built the highway to Alaska. The roar of the swift bombing and transport planes above, winging northward to the frontiers of our mighty continent has caused us to thrill with a strange new pride.

There is something fascinating in the new outlook about time and distance. To visit Alaska and day and return the next is breathtaking, even if commonplace.

We are learning fast the terminology of the new age that has vanquished both time and space. While still a little bewildered, we are secretly well-pleased that the wilderness has passed away. We are glad that isolation and loneliness will no longer be the lot of brave men and women in the distant part of our continent.

Today The Edmonton Bulletin, a newspaper that has lived through more social change than any other in the province, salutes the men who constructed the Alaska Highway and who have developed the aerial routes now preparing the way to victory in war and to victory over nature in the peaceful days to come.

MATCHES SINK SHIP

LONDON.—(CP)—The British submarine Unbeatable, back from a Mediterranean patrol, reported her men used a box of matches to sink an enemy submarine, whose crew had taken to the boats after gun-

Child Completes Successfully 150th Blood Transfusion

MONROVIA, Calif., June 5.—(AP)—Two-year-old Patricia O. Boyce is ready to dance, skip rope, or scamper along to school again—she's completed successfully her 150th blood transfusion. Since birth she has lived on injections of other people's red blood cells, as attending physician explained; her own bone marrow has been unable to produce red corpuscles. "Other-wise, her health is excellent," he said. "She doesn't seem to mind the transfusions."

There are several hundred varieties of cultivated rice.

Supplies Might Be Taken From Province to Sustain Essential War Industries

The Alberta coal situation will be materially affected by the nation-wide coal strike in the United States, unless it is settled very soon, J. L. Irwin, statistician in the provincial government department of lands and mines, stated Friday.

Mr. Irwin said the demand for Alberta coal is already greater than for the corresponding months of 1942, he added. The April production was 286,333 tons, an increase of 28.7 per cent over April, 1942. The year 1942 made a record in coal production in the province.

It would be impossible to say at this time whether the mines can continue to top their 1942 monthly marks and thus make 1943 another record year.

It would be impossible to say at this time whether the mines can continue to top their 1942 monthly marks and thus make 1943 another record year.

SERIOUS SHORTAGE
A serious shortage also exists in labor and materials in the province, and this is having its effect on the coal mining industry.

For instance, a shortage of lumberjacks and other lumber workers has created a shortage of heavy timbers used in coal mining, and these are needed before the mines can expand to produce more coal.

In addition, where mines have experienced a lay-off, repairs must be made in tunnels and shafts before men can work again. With timber and labor shortage, these repairs entail a great delay.

In spite of the demand for Alberta coal from other parts of the continent, people should order their winter coal supply early, and there should be enough available to see them through the winter, Mr. Irwin said.

War Souvenirs For Baby's Balm

LOS ANGELES, June 5.—(AP)—Arthur W. Carter, United States veteran of the North African campaign, advertised in a newspaper that he would trade a German iron cross, some battle medals, a bayonet and 10 other assorted captured items—for a baby's balm, which are not manufactured anymore. He was swamped with calls.

Ocean waves do not move horizontally, they undulate. They rise and fall and get nowhere.

Further Effort



C. D. Jacey, president of the Great Western Garment Company, who has been one of the most active of this city's business men in furthering the production of essential war commodities. In addition, he has found time to aid war services' activities.

Lancaster Bomber Flies to Australia

SYDNEY, Australia, June 4.—(CP)—A Lancaster bomber flown by an Australian crew has arrived here after a record flight for one crew across the Atlantic, Canada and the Pacific.

The big plane will be exhibited at all state capitols in Australia. Members of the crew have taken part in many bombing attacks on Europe. Prime Minister John Curtin said in welcoming the bomber and its crew.

Lord Hurlingham, once Olympic hurdles champion and now a colonel in the British supply department, arrived on the bomber.

Our Compliments to the OFFICERS and MEN and CONSTRUCTION COMPANIES

Whose untiring efforts, suffering of hardships and heroic daring enabled them to complete the

ALASKA HIGHWAY

So Well and So Quickly

We thank all who have worked so tirelessly on this Wonderful Project

Willson Stationery COMPANY, LTD.

10080 Jasper Avenue, Edmonton

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Directs Garage



A. L. Burrows, proprietor of Burrows Motors Ltd., is a planner in the automobile field in Alberta and has seen his own business grow and expand with the City of Edmonton. Mr. Burrows sees a really bright future for the automobile. (See story Page 24, Section 1.)

Shattered Lenses Replaced Accurately Rapidly



Accidents will happen . . . and when they do it is wisest to have any damages that have occurred remedied immediately. We replace shattered eyeglass lenses accurately . . . it is necessary, without the original prescription.

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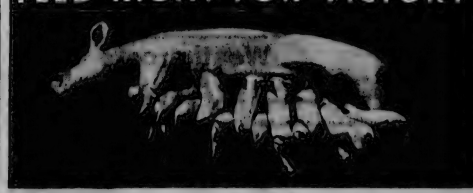
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EDMONTON, ALBERTA

BRANCHES THROUGHOUT CANADA

Beef — Pork — Lambs
Smoked and Cured Meats

FEED RIGHT FOR VICTORY



Help them gain weight faster at less cost . . . with less labour by BALANCED FEEDING

With Great Britain calling for 675,000,000 lbs. of bacon this year, Canadian farmers will have to go all out for victory. That's where right feeding is going to make all the difference. And the secret of right feeding is a balanced ration with home-grown grains and Swift's Growmore Pig Concentrate. Growmore is the correct blend of protein, minerals and vitamins. Hogs fed a balanced Growmore ration will be ready sooner, grade better, bring a higher return for every pound on feed. If you have no grain available—use Growmore Pig Starter for the very best results. It pays you and helps win the war, to raise more and better hogs with Growmore. Available at Swift's complete line of feeds includes the following favorites: Growmore Hog Concentrate, Layman's Poultry Concentrate, Swift's Dairy Concentrate, Swift's Chick Starter, Top High Protein Foods and Swift's Chick-mash from better mills and feed stores everywhere. Swift Canadian Co. Limited.

SWIFT'S COMPLETE LINE OF FEEDS

Store Opens 9:30 a.m., Closes 5:30 p.m. Daily, Except Wednesday, 9:30 a.m. Until 12:30 p.m., To Call EATON'S, Dial 9-1-2

EATON'S Monday Features



For Your Favorite Graduate
The Gift of a Watch
Is The Most Thrilling Gift of All!
FOR HER...

Superva Watches

A reliable 15-jewel Swiss movement in a good looking white case with matching link bracelet. Clearly marked, snap-locked dial. EACH, **\$6.95**

Malton Watches

Attractive gift watch with 15-jewel Swiss movement in yellow chrome case. Gold-color figures on clearly marked dial. Matching link bracelet. EACH, **\$14.95**

FOR HIM...

Monroe Watches

A thrifty priced watch that gives splendid service! White case containing 15-jewel Swiss movement. Clearly marked dial and serviceable leather strap. EACH, **\$10.00**

Military Watches

A watch to be a faithful friend to the man in the armed forces! Dependable 15-jewel Swiss movement. Luminous dial, sweep seconds hand. Leather strap. EACH, **\$25.00**

—Watches, Main Floor



Pretty Porch Frocks

Spun rayons—cool, crease-resisting soap-and-water. Beautiful Grand colors in prints that are the essence of Summer—new brown-and-white, bright scarlet, soft, smoky pastels, dark tones! Shirtdress frocks, cool styles, low-waisted dirands and many more! Sizes 14 to 24. EACH, **\$2.98**

Appealing Aprons

Gay prints you'll love wearing! And they're the practical overall type that protects your dress completely! Fresh cottons in rose, green and blue floral patterns. EACH, **59c**

—Housewares Section, Second Floor



SUMMER CHARMERS

From Our Millinery Department!

There's nothing like a pretty hat to make a pretty woman prettier! Our flattering Summer straws (trade name), for instance. Pert little sailors to tilt over one eye—bonnets that frame the face beguilingly—big cartwheels that make a man say approvingly "Now there's a hat that IS a hat!" We have them—all sizes, all types, all colours—in our fashion-filled Millinery Department. Come and try them—buy the one you love the best! EACH, **\$2.98 to \$5.95**

—Millinery, Second Floor



Features in Furniture and Linoleum!

COLOURFUL "MARBLE" LINOLEUM

Hard wearing "Service Bond" linoleum with felt base and enamel surface—easy to keep sparkling clean! Smart marble type patterns on cream, tan and blue—especially suitable for kitchens and bathrooms. **90c**

—Square Yard, Main Floor

HANDY FOOT STOOLS

Walnut finished frame and legs on these sturdy, inexpensive foot stools. Handsomely covered with cotton velours in choice of several rich shades. EACH, **\$2.95**

SMART END TABLES

So handy to have one by each easy chair, at each end of the Chesterfield—for lamps, magazines, books! Light walnut finish with matched walnut veneer top—half-circle shape, with underself. EACH, **\$5.95**

—Furniture, Second Floor

Shop for Summer Needs in EATON'S

BARGAIN SECTION

It's easy to find what you want here—easy because selections are so wide, and everything so conveniently displayed. Easy to pay for it too, with prices so low!

Children's Ankle Socks

Sturdy knitted cotton ankle socks in plain pastel shades—turned-down cuff style. Sizes 5 to 8½. PAIR, **15c**

Men's Socks

Thrifty buy in practical cotton socks—wide assortment of fancy patterns. Sizes 10½ to 11½. PAIR, **19c**

Dress Socks

Good looking striped, checked and fancy patterns in a cotton-and-wool mixture. Sizes 10½ to 11½. PAIR, **39c**

Terry Towels

Variety of sizes—approximately 18x24, 20x26 and 22x28 inches. Thick, firmly looped cotton terry in assorted colors. EACH, **19c, 29c, 39c and 59c**

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Children's Overall

Bib style overalls in cotton corduroy—green, brown, blue and scarlet. Sizes 2 to 8 years. PAIR, **\$1.29**

Drill Overall

Children's sturdy cotton drill overalls in navy with red band or cinnamon with green band. Bib style with one pocket—size 2 to 8 years. EACH, **89c**

Face Cloths

Thirty cotton terry face cloths in assorted pastel shades. EACH, **5c and 10c**

Lunch Kits

Good, strong lunch kits in roomy size—smooth black finish, leather handles and fastenings. EACH, **69c**



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Full Fashioned—Substandards

They promise good service—and give you smart appearance, too! A five-thread Bemberg rayon texture in good shades to wear for Summer. Finished with cotton lisle tops, toes, heels and soles. Sizes 8½ to 10½. PAIR, **74c**

—Hosiery, Main Floor

Famous Kayser Line

Famous Kayser Line

Practical—yet flattering, too! Fine, clear Bemberg rayon right to the top—in a five-thread texture. Full fashioned and finished with cotton lisle tops, heels and soles. Summer shades, sizes 8½ to 10½. PAIR, **79c**

Men's Work Shirts

Designed for the hard-working man—roomily cut shirts of pre-shrunk navy blue cotton jean cloth that can stand strenuous wear! Coat style with one pocket and attached collar. Sizes 14½ to 17. EACH, **\$1.75**

Men's Sweaters

Zipper front coat sweaters in a fine mixture of cotton and wool—nice Summer weight. Military collar, plain necks and snug waistband. Blue, green, rust and grey with contrasting trim. EACH, **\$6.50**

—Men's Wear, Main Floor

Men's Oxforas

Good looking outside—outstanding value at their modest price! Smooth, shining black coat uppers in Blumens style—leather sole. Sizes 8 to 11½ plain or with toe-cap. EACH, **\$4.50**

—Footwear, Main Floor



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—Books, Main Floor

Leather Windbreakers

Men's handsome windbreakers of Pigtex (stamped sheepskin) in blue, green, brown and tan with contrasting trim. Pleated back, full zipper front and two pockets—body lined with Celanese rayon and cotton doecloth. Sizes 36 to 44. EACH, **\$10.95**

—Men's Wear, Main Floor

Boys' Sturdy Longs

Type of longs all the lads like for holiday wear—strong cotton in choice of several weaves. Grey, green and brown shades, sizes 6 to 16 years. Roomily cut, firmly seamed. ... PAIR, **\$2.19**

—Boys and Youths' Wear, Main Floor



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—Paint Section, Lower Floor

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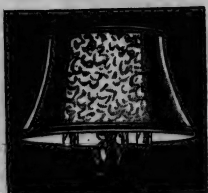
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—Electricals, Second Floor

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Heavy cast fry pans—great for frying because they keep an even heat. Approximate 8-inch size. EACH, **89c**

Corn Brooms

Good quality corn brooms—securely tied with four strings. Smoothly painted wooden handle. EACH, **37c**

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A refined paste wax that imparts a lasting luxurious finish to furniture, woodwork, floors and linoleum. Approximate 1-pound tin. **37c**

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For windows, glass and windshields—no water needed—just spray it on and wipe off—it leaves glass clean and shining. BOTTLE, **15c**

Bake Pans

Smooth enameled pans in white with black trim or ivory with green trim. Medium size. EACH, **49c**

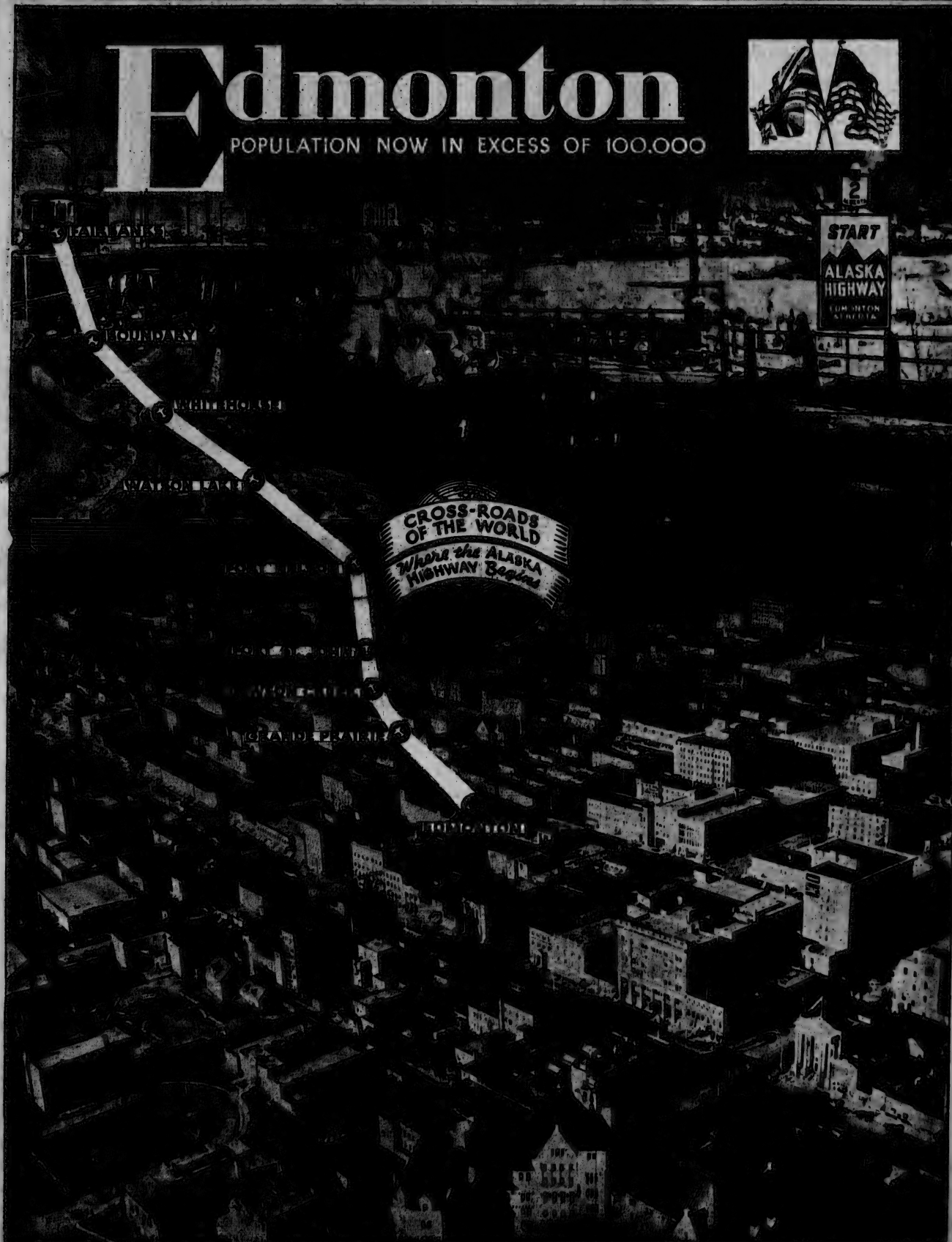
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Cotton felt ironing pad and cover in a size to fit standard board. PAD AND COVER. EACH, **59c**

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POPULATION NOW IN EXCESS OF 100,000

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HIGHWAY Begins

Hopes for Early, Permanent Land Route to Alaska

U.S. Commander States Pioneering Phase North Highway Now Is Completed

By JAMES A. O'CONNOR
Brigadier General, U.S.A.
Commanding Northwest Service Command

The pioneering phase on the Alaska military highway is over. We are now turning to maintenance, improvement and operation. By the first snow flurry of Autumn, it is our hope to have established a permanent route of land communication with Alaska, a route which will be of service during practically all kinds of weather conditions.

Army Training 10,000 Cadets On Weather

A new weather cadet training program, expected to graduate more than 10,000 meteorologists by mid-1942, has been announced by the U.S. War Dept. A total of 27 universities and colleges and the AAF Technical Training Command's school in Grand Rapids, Mich., are being used.

Program is divided into three phases. "A" phase is the advanced stage, which has been continued from the beginning in 1939 when regular army officers took a nine month course in professional meteorology. New classes in this division will be started as late as next July 1.

In the "B" phase schedules that started March 15 at 12 colleges, college sophomores or freshmen well qualified in mathematics and physics, selected from voluntary industries, will take a shortened basic course, going on to the professional classes next September.

"C" phase started February 22, when high school graduates or college freshmen began classes on 12 campuses. Additional classes in this group began May 15.

Students in basic courses continue for one year, with one week's furlough each three months. After graduation, they go to the professional meteorological colleges for eight months' further training, and receive commissions upon graduation.

So far applications have been four times prospective enrollment. All applicants are selected from the highest one tenth of Army test grades.

Canada's Prime Minister Receives Symbol of Alaska Highway



One blade of the scissors used to cut the ribbon at the official ceremony opening the Alaska Highway at Lake Kluane, Yukon Territory, was presented to Prime Minister W. L. Mackenzie King. Brigadier-General James A. O'Connor, commanding officer of the Northwest Service Command of U.S. Army Engineers, made the presentation to the prime minister during a visit to Ottawa. The other blade of the scissors was presented to President Roosevelt. The above picture shows Prime Minister King, at right, proudly holding the blade. On his left stands Brigadier-General James A. O'Connor, Headquarters of Gen. O'Connor is at Whitehorse.

The Canadian whose leaders were Alexander MacKenzie and Simon Fraser. I think the photograph most typical of the building of the Alaska military highway is one showing a bulldozer shoving over two pine trees in the forests of British Columbia; the trees are just toppling to earth. The picture symbolizes the pioneer aspects of the undertaking.

LED EXPEDITION

I have just been reading the Journal kept by Col. Charles B. Bulkeley of the United States Army Engineers, when he led the famous Telegraph Trail Expedition from New Westminster, B.C. to Siberia in 1885 and W. This journal tells a story of difficulties and hardships under frontier conditions, yet I believe that the feats of the soldiers and civilians who built the Alaska Highway match it in many respects. Incidentally, some time this summer I hope to have the pleasure of presenting a copy of Col. Bulkeley's Journal to the Alberta provincial library.

All of us arrived from that visit a high appreciation of the ties of understanding, culture and geography which bind together the United States and Canada. We hope that in the future the Alaska military highway will contribute to this understanding and friendship. I know that I speak for all my associates when I say that the people of Alberta, through what Col. Bulkeley has called their "colonial co-operation," have helped materially in the accomplishment of our task.

Nelson Predicts New High Marks

Warplane production trend, at least in the immediate future, will continue upward. WPB Chairman Nelson's announcement that production reached 6,200 planes in March came as no surprise, was encouraging in its revelation that heavy bomber output passed the 300-month mark for the first time.

Northwest Aerial Passage, Pioneered by Bush Pilots Of Vital Strategic Value

By AIR VICE-MARSHAL G. R. HOWARTH, M.C.
Air Officer Commanding, No. 4 Training Command, R.C.A.F.

Construction of the Alaska Highway has, during the past year, held the spotlight of Canadian imagination and nothing has done more to emphasize the true friendship and spirit of co-operation which exists with our cousins to the south, allied as we are in a common cause. The speed and efficiency with which this most essential and protecting link has been driven across the northern barrens to those coastal regions which are in the most strategic proximity to the enemy, has been truly amazing.

It should be observed, however, that distinct from the Alaska Highway itself, although approximately parallel to it, there is also an air route down North. Long before Pearl Harbor, the need for a swift access to northern Pacific bases and the Far East was realized and construction crews of the Department of Transport had sent into the timberlands. Giant bulldozers cleared areas from almost impenetrable forests, overcoming the perils of the muskox and turbulent rivers and performing almost superhuman efforts in the construction of air fields, suitably surfaced to bear the weight of the gigantic aircraft of war. When the building of the highway was begun the development of these new air ports had progressed to the stage where they were of considerable value in transporting urgent requirements.

It will not be forgotten that the trail down North was blazed by Canadian bush pilots who during the past decade or two have opened up this hitherto comparatively unexplored region. This path-finding proved to be of incalculable value when the time came for the building of both the chain of airports and the highway to the Yukon.

WORK, FIGHT TOGETHER

Today these airports are maintained by the Royal Canadian Air Force under No. 4 Training Command. Units of the R.C.A.F. (officers and airmen) are way and fighting side by side with their American cousins in the Northern sphere.

When it was determined that a highway was essential, our neighbor to the south was ready to take over the complete task of constructing the road herself, but she found in Canada a ready collaborator. We may have much pride in the fact that the job was taken in hand and developed in time to forestall the threat from the Orient. Today the American Air Force

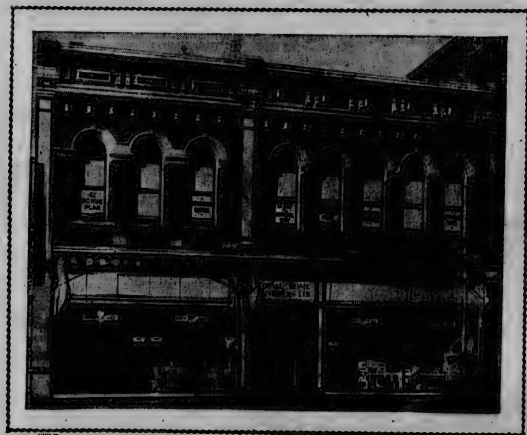
Praises Route



Air Vice-Marshal G. R. Howarth, M.C., Air Officer Commanding No. 4 Training Command, under the Combined Training Plan of the United Nations, who leads early Canadian bush pilots for mapping the northwest aerial passage to Alaska.

supported by the Royal Canadian Air Force are ranging far out into the Pacific along the great arc of the Aleutians which the United States is pointing at the heart of Japan. Giant transport planes carrying supplies and fast fighters flying to the front line, supplemented by road convoys, are nippling in the bud any dream of invasion which the Japanese might still hold, come the Services of the United States. They have been most helpful whenever difficulties have arisen and have gone to no end of trouble to lend every possible assistance to

Continued on Page 7, Col. 1



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O'Connor, Hoge, Sturdevant, Directed Highway Task

Leadership of 3 Generals Of Supreme Importance In Construction Triumph

For the first time in history a land route links Alaska with the interior of the North American continent. Trucks loaded with fuel and supplies already have arrived in Fairbanks. Greyhound buses carry military personnel between Dawson Creek, on the east slope of the Canadian Rockies, and Fairbanks, in the heart of Alaska. Across 1,630 miles of forest, prairie and upland the Alaska military highway ties the United States, via the Edmonton region, to its largest territorial possession.

In the future there may be other roads and highways to Alaska. The British Columbia government has started surveys for a proposed road from Prince Rupert, on the coast, across the continental divide to Fort St. John at the lower end of the Alaska road.

But first of all the land links with Alaska to be actually constructed to become a full automobile highway. This road was hammered through the wilderness in less than 12 months. Work began in March of 1932. On November 23 of the same year two American army engineers, Major O'Connor and Major Hoge, arrived in Fairbanks, the first land vehicle over to reach Alaska under its own power.

Who are the men responsible for this accomplishment? Who are the officers who will occupy a niche in the northland lore for their roles in the construction and operation of the original road to Alaska?

Two brigadier generals in the United States Army head the list. Gen. William M. Hoge had charge of construction on the northern

sector of the highway, from Watson Lake on to Fairbanks. Gen. James A. (Pat) O'Connor built the southern half of the road, from the Canadian plains on across the Rocky mountains to the airport at Watson Lake. They did the job.

FINE WAR RECORD

Gen. Hoge, tall and broad-shouldered, a native of Bonneville, Mo., came to the Yukon with a distinguished Service Medal for building pontoon bridges under German shellfire during the First World War. He emphasized the need of getting a pioneer road through the wilderness. The precision work he once chided a subordinate officer.

Gen. Hoge stayed in the north until August of 1932 when he returned to the United States to head a combat division of engineer troops. Early in September the war department established the Northwest Service Command to have charge of the construction, maintenance and operation of a transportation to Alaska. Gen. O'Connor was named the commanding officer.

Short, spry and active, Gen.

He Planned Great Highway



Brigadier-General Clarence L. Sturdevant, of the U.S. Army Engineers, who is credited with the blueprint work on which the Alaska Highway was constructed. Brig-Gen. Sturdevant did much of his work while quietly putting a pipe bank in Washington. But he has also visited the country through which the highway passes and has roughed it like the rest of the men working on the highway. The officer is seen alighting from a command car during a recent visit to the highway.

O'Connor graduated from West Point in 1907 after being appointed to the academy from his home town of West Bay City, Mich. He supervised undertakings for the

Army Engineers all over the globe, and had charge of the historic job of tunneling the Canadian transients in Manila harbor. He built the southern half of the Alaska road. His men used to see him in a jeep, and uniform blackened with grime, bounding along right behind the lead "cats" as they forged through the primeval forests.

STURDEVANT THE PLANNER

While Gen. Hoge reared with the Yukon uplands and Gen. O'Connor skinned around the British Columbia mountains, the planning of this double-track emergency construction job was handled back in Washington, D. C. by staff pipe-smoking assistant chief of the United States Army Engineers, Brigadier General Clarence L. Sturdevant. He allocated troops for the highway task, rounded up equipment and figured out shipping routes.

General Sturdevant, famous throughout the army as the most expert rifle shot ever to attain the rank of general officer, translated the urgent requests of Gen. Hoge and Gen. O'Connor into lots of supplies and regiments of soldiers. And many times he hurried out from Washington and joined over the early beginnings of the road to see for himself what the problems were. Incidentally, Gen. Sturdevant was once division engineer at Seattle, and both he and Mrs. Sturdevant hope to settle in the Pacific Northwest when he retires. They eagerly read the classified lists listing small farms near Seattle, Tacoma and Portland.

By the late summer of 1932 the pioneer phase of the Alaska job was ended. The army commenced to think of actual operation of the road. Lieutenant Colonel Bronson B. Somervell, commanding the Army Service Forces, flew along the proposed route of the highway. So did Major General Eugene W. Wheeler, chief of Army Engineers. Shortly thereafter, the Northwest Service Command, the farthest north such unit ever set up by our army, was established to handle trucking and traffic to Alaska.

WORKED IN BOX

Colonel Kenneth B. Bush, a tall 30-year-old native of Quincy, Ill., worked from a bandbox office the size of a large closet as he co-ordinated all the details of his task. His position of chief of staff of the new command, he had to arrange for personnel and outline administrative procedure. This was done under the handicap of a tenuous line of communications which included no telephones, irregular mail service and spasmodic delivery of supplies as winter's frosty grip began to close on the northland. Col. Bush's background included long service in the Adjutant General's office and from 1915 until 1920, director of C.C.C. activities in Illinois, Wisconsin and Michigan.

For many months Col. Bush, as well as Gen. O'Connor, used desks which army carpenters had made of plywood and set in chains borrowed from old, obsolete parlor cars on the narrow-gauge White Pass & Yukon Railroad.

The first engineer officer in charge of operation of the Alaska Highway was Col. John W. Wheeler of Crown Point, Ind. He had been chairman of the state highway commission there, and more recently had been an assistant to Ralph Budd, president of the Burlington Railroad. As trucking succeeded engineering as the principal problem, Col. Wheeler, a close friend of Mayor Cox, Paul Muffett and other famous hostlers, was succeeded by Col. J. P. Glendon, a quartermaster officer.

Other Army men accomplished a variety of different tasks. Colonel Robert D. Ingalls of New York City led the 13th Engineers northward from Fort St. John to Fort Nelson over a rough treacherous trail. In weather or 12 degrees below zero, Col. Ingalls later succeeded Gen. O'Connor as commander of the southern sector. Colonel E. G. Paulsen of Los Angeles took over on the northern sector at Whitehorse after

Klondike Area Drew Thousands Seeking Riches

Fabled tales exist about Klondike—on the Yukon area where a gold find in 1898 brought prospectors from every continent to the world. Many were the hardships endured in the trek from Alaska over the famed Chilkoot Pass, and many a would-be gold miner died in the mad rush to the starved Klondike.

The gold was first discovered in 1898, on Bonanza Creek, a tributary flow into the Yukon River. The area where gold was found is limited to about 500 square miles.

About 30,000 people stormed into the area by 1900, when the gold production amounted to \$25,000,000. Since 1900, gold production steadily declined. In 1906, it was down to \$5,000,000, and in 1928, to \$1,645. The richest gravel was worked out before 1910, when most of the population left for Alaska.

UNUSUAL METHOD

An unusual method of mining was necessarily employed during the rush of the Trail of '98. As the ground was almost all frozen, it had to be thawed before it could be handled in the search for the gold content. Fires were used at first to thaw the ground, but later a steam process was introduced. A most famous of all the relics of the Klondike is the remains of an actual tramline over Chilkoot Pass. Used to help miners over the perilous trip through the pass, it stands today a monument to the thousands who plodded the northern trail in search of world's most precious mineral—gold.

Gen. Hoge's departure. The 31st Engineers under Col. Albert I. Lane and the 36th Engineers under Col. F. E. Lyons built long stretches of the historic road.

Leadership was only one factor in the building of the Alaska Military Highway across 1,630 miles of the most rugged wilderness on the continent in less than a year. The courage and resourcefulness of the average American soldier, colored as well as white, were indispensable to the job. Negro troops bridged the icy waters of the Skeena River in 24 hours, and then under the direction of their chaplain, Captain Edward G. Carroll, stood on the timber structure they had built and sang The Star Spangled Banner in the Canadian Rockies.

Capt. Carroll, a Methodist min-

On Operations

To Be Permanent

Organization of the mythical "Caterpillar Club" into a permanent, active body was announced recently by Stanley Swillick, partner in the Swillick-Peschke Co., Truck, N.Y. The club is made up of flyers who owe their lives to emergency jumps from disabled aircraft.

The organization move was sponsored because of the greatly increased numbers who have qualified for membership. Permanent headquarters soon will be set up and charters issued to local and state groups. Swillick said. He revealed that the name "Caterpillar Club" originated because the spectacle of a flyer opening his parachute was likened to a caterpillar emerging from its cocoon as a moth to fly away to safety.

Many famous flyers, including Maj. Gen. James H. Doolittle, Maj. Gen. O. D. Hunter, and Charles A. Lindbergh, have qualified as "caterpillars," Swillick added.

Caterpillar Club

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Photographs Show Power Resources Of North Country

While few power surveys have been made in the north country, aerial photography has demonstrated the fact that there are huge resources of power to be found there.

Tentative estimates would indicate about 25,000 horsepower available under conditions of ordinary minimum flow. A total of 750,000 horsepower would be available for six months of the year. Free river from the power standpoint in the Lockhart, which enters the east end of Great Slave Lake, in its final course from Attitash Lake to Great Slave Lake, it drops 700 feet in a distance of 25 miles.

Be sure you get reliable information on investments, locations and choice home sites or homes, in Canada's fastest growing city at the World's Cross Roads. The Gateway to Alaska.

R. L. GREENE & KIRKPATRICK LTD. Real Estate Dealers, 207 Taylor Bldg.

SERVING EDMONTON and NORTHERN ALBERTA FOR 37 YEARS

DISTRIBUTORS FOR...
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Growing with Edmonton

BARRY SHEET METAL HAS PROSPERED WITH EDMONTON AND DISTRICT, AND TAKE PRIDE IN THEIR GROWING CITY.

Serving Your Needs Since 1913 with
• FURNACES • SHEET METAL
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Look Forward, Alberta

LOOK FORWARD, first of all, to the victory of our Allied arms. In the final triumph, come when it may, we shall have done our part.

LOOK FORWARD, also, to the ceaseless blessings of a vast country, favored by nature, rich in the good things of the soil.

LOOK FORWARD, now and after the war, to a great future in the development of the rich country north of Edmonton.

EDMONTON and EDMONTON INDUSTRIES

Edmonton and Edmonton Industries and Businesses are fortunate to be situated in the centre of such a rich agricultural and mining country. Our future will be one of brilliant development.

The DONCASTER CONSTRUCTION COMPANY

In the past has built and helped in the building of...airfields...roads...industrial buildings and homes. With the building of the Alaska Highway new fields will be opened and we are looking forward to doing our share in the building of this new country.

The DONCASTER CONSTRUCTION COMPANY, LIMITED

HEAD OFFICE
Garnett Theatre Building, Edmonton

PHONE 33805

ALASKA OUTFITTERS (REG'D)

EVERYTHING IN NORTHERN WEAR FOR THE GREAT ALASKA HIGHWAY AT THE ARMY & NAVY STORE IN EDMONTON

GROWING BIGGER With Edmonton To Serve You Better!

THE CUSTOMERS ARE BRINGING IN NEW PATRONS TO STAY IN THE NORTH—HITTING THE ALASKA HIGHWAY—AND THE ARMY & NAVY STORE HAS TO OFFER TO THEM. TO THESE NEW PATRONS, THE STORE OFFERS THE FOUNDATIONS UPON WHICH THIS BUSINESS IS BUILT. THEY HAVE MADE OVER 100,000 GENTS POSSIBLE—AND THE REASON WHY IS SIMPLY THIS: THEY GET WHAT THEY WANT AT A PRICE THEY CAN AFFORD TO PAY. BACKED BY MONEY BACK GUARANTEES. THEY ARE NOT PREPARED TO TAKE MONEY—THEY HAVE LEARNED THE LESSON OF 1918.

100% WESTERN OWNED WE DO SELL FOR LESS

ARMY & NAVY DEPT. STORE LTD.
101 STREET EDMONTON
JUST OFF JOSPHER
PHONE 24466



Sterling Furniture Limited modern store located at the corner of 98th Street and Jasper Avenue is pictured above.



The front section of Sterling's modern store is pictured above. Featured in this section is living-room furniture, mirrors, lamps and novelty pieces. The model rooms on the mezzanine can be seen at top right.

Within Short Span Of 8 Years Sterling Becomes Leader in Field

The month of July, 1928, saw the Sterling Furniture Limited open its doors to the Edmonton public and each succeeding year thereafter saw important changes throughout the interior and more and more display space made available. Variety of furniture was increased and fine quality furniture was added for the discriminating taste. Each year has brought increased business. Today, when furniture as well as hundreds of other important household items are rationed,



C. O. Tansley, Manager—“Out of the High Rent District—No Save You Money”—means savings to you on every purchase.

The management extends an invitation to pay the store a personal visit before making your purchase of furniture. You will be most welcome to compare values without obligation.

One of the things of which Sterling Furniture is most proud is the fact that hundreds of their first customers have



H. E. Smith, Werner Stevens, F. Jacknick, Reg. Meath. Salesmen. These are the salesmen who will welcome your visit to Sterling Furniture Ltd. You will be welcome whether you come to buy or just to browse around. They are experienced furniture men and will gladly give advice or make helpful suggestions. Their many friends are particularly welcome at any time.

dealt consistently with them, have recommended Sterling Furniture to their friends and have been constant boosters. This is a further tribute to Sterling Furniture Ltd.'s policy of customer satisfaction, fair dealing and friendly service.

Sterling Furniture buyers are continually scouring the markets for the best merchandise to offer. You may be sure that when new styles, new types, or new improvements are to be had, Sterling Furniture will have it for you.

FURNITURE BY NATIONALLY KNOWN MANUFACTURERS

Sterling has always featured furniture by large nationally known manufacturers. Believing that beauty of design, quality of workmanship, durability, and honest dollar value is offered by these manufacturers who have and have had the confidence of good furniture retailers all over the Dominion.

At the Sterling you will find a large selection of upholstered furniture featuring such manufacturers as Kroehler, Bayder, Parhill, Simmons and Canadian Bedding Company. While many conventional suites are still available, the sectional and conventional “picture” form sets are existing a keen interest. These picture form suites, built to fit you, are new, surprisingly comfortable, and easy to move around. They come in a variety of new and cheerful shades that will be an addition to any room.

A splendid selection of sofa beds, studio lounges and Chesterfield beds is available in all types and shades.

A wide variety of novelty pieces including end tables, magazine tables, coffee tables, lamp tables, smoking cabinets, bookcases, and corner cabinets are on display.

BALCONY

On the balcony you'll find drop leaf tables of all types including several Duncan Phyfe styles. Naturally you will be able to select chairs to match. There are many styles of “Pantlind” or guest chairs to choose from.

RESTAURANT FURNITURE

A large selection of breakfast furniture is shown including many in the natural finish which is so

popular. Products of the Knechtel Kitchen Cabinet Company are prominently displayed for your approval. At the side of this imposing display you'll find unfinished furniture that you may have finished to match your own color scheme in Sterling's own shops. Due to wartime conditions which make plywood difficult to obtain the selection of unfinished furniture is not as great as in the past. Baby hasn't been overlooked either, and you can obtain one of those folding cradles, in one of several styles and colors. High chairs, cribs and bassinets.

BEDROOM SUITES
A large display of bedroom suites awaits your inspection and includes suites by Canada's foremost manufacturers. New designs in lined oak, have a very definite appeal. For the more conservative, but walnut, regular walnut and mahogany are available. Suites featuring twin beds and many featuring the three quarter or “T” type bed are on display. If you are considering a new rug, the chances are that you'll find it at Sterling Furniture Ltd. Administers, Wiltons, Tufted Rugs, Barouche, and those beautiful new Barouche are on display in popular sizes and shades.

DINING ROOM
Many styles in dining room furniture are on display, some in oak, some in mahogany, and several in the ever-popular walnut. If your dining room isn't quite large enough to do justice to a full dining room suite, several junior dining sets are available and you also have many dinette sets to choose from. Indirect type floor uprights, bridge lamps and table lamps are to be had in many styles and most reasonably priced.

One of the largest selections of chesterfield bedsteads in Edmonton is continually on display at Sterling Furniture Ltd. While it is becoming more popular although pastel shades remain very much in demand.

THERE SHOULD BE A MEDAL...

For Distinguished Wartime Service at Home



DOING “the daily round and common task” makes neither headlines nor history. But it *does* make the Canadian home home, the love of which is the mainspring of our war movement. To fittingly recognize the “faith, wisdom, service and courage” of those who patiently carry on at home in times like these, is to pin honor where honor is due. To all such... as well as to those who find their duties in the forces, on the production lines, and any other sphere of service, we earnestly congratulate for a job well done!

SERVING THE FURNITURE NEEDS OF EDMONTON AND THE GREAT NORTH WITH “STERLING BETTER VALUES”

Proud to be Growing with Edmonton

STERLING FURNITURE

“Out of the High Rent District To Save You Money”

Limited

Corner Jasper Avenue and 98th Street

Telegraph Trail of 1865 Early "Highway" to Alaska

Colonel Charles Bulkley Headed Hardy Expedition That Planned Line to Asia

By LT. RICHARD L. NEUBERGER
Aide to Brigadier-General J. A. O'Connor, U.S. Corps of Army Engineers

The opening of the 1,630-mile Alaska International highway has fired men's imaginations. Governor Ernest Gruening of Alaska calls it "The New Northwest Passage," the start of the legendary route to Asia and the Orient.

On the day that the road was dedicated Vice-President Henry A. Wallace wrote to Brigadier-General James A. O'Connor of the northwest service command: "The Alaska highway is part of an eventual highway serving the new world from South America to Siberia. In the not too distant future I believe it will be possible to drive from Buenos Aires to Moscow."

Three-quarters of a century before the first trucks rolled on the Alaska highway, adventurous men dreamed, too, of a land route northward across the American continent and then over the narrow gap of the Bering strait to the vast continental domain of Asia. This route was the Telegraph Trail. It was the first of all efforts to make British Columbia and Alaska an immense land bridge between the United States and the vital centers of Siberia and the Orient, an effort now under way with the construction of the Alaska military highway.

In March of 1864, as the civil war was drawing to a bloody climax, the Western Union Telegraph company completed a line northward from San Francisco to Portland, Ore. This was the beginning of an ambitious and historic project, a telegraph system penetrating the heart of resources and wilderness. It was a second, second project, a system which would link in communication the great cities of both hemispheres.

TO REACH EUROPE
The line was to stretch through British Columbia for approximately 800 miles starting at the international boundary. Then it was to thread across 1,800 miles of Russian-American, as the then almost unknown land of Alaska was called. After a 40-mile thrust by cable over the Bering strait, the line would span Siberia for 2,400 miles to the mouth of the Amur river, on the Sea of Okhotsk north of Vladivostok.

Attempts to lay a cable across the Atlantic ocean were meeting with scant success. Perhaps this line through the fastnesses of North America and Siberia was the only way to join the new world and the old by telegraph. The line would enter Europe at the back door via Moscow, rather than at the front portals via London. Russia agreed to do its part by constructing 7,000 miles of line across the Siberian tundra to Nikolayevsk, near the mouth of the Amur.

In 1864 Queen Victoria's government granted Western Union a right-of-way through British Columbia. Preparations were thus completed. The line would go northwest from Portland, along the shores of Puget sound to the United States-Canadian border. It would span British Columbia via New Westminster and Quenai, and it would cross the wide neck of Russian-America. Much of the territory to be traversed was blank space on the map. The expedition was to explore as well as build.

To lead this venturesome undertaking, the Western Union company selected a colonel in the United States army engineers Charles S. Bulkley. He knew topography and telegraphic construction. During the critical days of the civil war he had been in charge of the military tele-

Nature Provides Builders with Handy Material



Gravel in unlimited quantities was right beside the route of the highway. Came and get it seemed to be the invitation of aid nature made the builders of the Alaska Highway. Above is seen a line of trucks leading up with gravel at their "bids" along the trail. A power shovel makes the loading a simple matter. This made-to-order building material was a big help.

graph to the northwest. He had constructed the line down the Atlantic seaboard to New Orleans and he was the inventor of important telegraphic instruments. He had strong views through the Indian domain of the American southwest. He was aware of what perils and hardships awaited.

KEPT OLD LEDGER
In an old ledger Colonel Bulkley kept the account of this first trek into Alaska's forbidding hinterland. In it, too, he kept the letters and reports which came to him from his subordinates.

These were from Serge Abas, a Russian nobleman, chief of the Siberian undertaking, from Edmund Conway, another American Army officer, who explored the Suena river, watered in British Columbia's timbered fastnesses.

Nearly a year ago, while engaged in research for an article on the Alaska highway for the Reader's Digest, the present writer was shown a valued document from the vaults of the Portland public library. It was a frayed ledger, of the kind that apothecaries and general store proprietors once used for all their bookkeeping. At the front was written in faded but neat hand: "U.S.-Russian Telegraph Expedition. Charles S. Bulkley, engineer-in-charge."

It was this that was the story of Telegraph Trail, the most fabulous attempt in American history to open the mythical northwest passage.

Here was Colonel Bulkley himself, in the bitter winter of 1863 and '64, reporting to his superiors on places which now have a niche in world strategy. "We arrived at Petropavlovsk and found the U.S. Golden Gate lying in harbor. Mr. Abas (chief of the Russian engineers) and one of his party started from this place moving northward through the peninsula of Kamchatka, intending to arrive at the end of the line in time for snow traveling westward. The Russian, sensible of the importance of the enterprise, have respected no opportunity to express the most kindly and highest interest in our success, receiving us with unbounded hospitality."

Today, Petropavlovsk and the dagger-like Kamchatka peninsula figure in all speculations over Russia's ultimate role in the war against Japan. So, too, does Nikolayevsk, where long ago Abas conducted his telegraph surveys. In one of the ledger's faded letters the Russian nobleman, Abas, wrote Colonel Bulkley: "No mail has been received at Port Petropavlovsk since nearly three years ago. This seacoast province is so thinly populated that travel is extremely difficult."

Abas was also concerned about day-to-day operating handicaps. "Colonel," he asked, "don't you feel alarmed about the glass insulator? Will not the severe cold affect it? I am also told that the wind blows during storms. I will use strong poles and put up stations at short distances. Is winter, if the cold is not too severe, we can easily put up a reel on a sleigh and string the wire nicely. But in summer, as no wheel vehicles are to be had here, could we not fit a reel on a special sled and unroll the wire from horseback?"

On the Portland, in the United States, the line was strung. Under R. R. Haines and James Gamble, the telegraph trail was hewed 300 miles to New Westminster, B.C. When the line reached the Fraser river, British Columbia's governor, Frederick Seymour, was on hand himself to aid in coaxing the surging stream. He plotted the launch with his own hands.

RUSH POLES NORTH
In the primal forest along Puget Sound men cut and trimmed countless poles. These were rushed to the workers setting up the line. Always ahead of this operation, trail-blazers were exploring and reconnoitering. Conway chartered a little steamer Union and investigated the basin of the Skeena river. To Colonel Bulkley he sent this bill which was duly entered in the ledger:

Wages \$ 800
Charter for steamer 1235
Sundries 605

And from Quenai, Conway sent this report on the region: "The country is extremely favorable. In general it is open. Beautiful prairies are scattered along the route, which in every direction seems to be covered with lakes. Occasionally we pass over a swamp, but most of the swamp country can be avoided by following the high knolls. Hay and pasturage can be had in abundance, and, by preparing for it in time,

sufficient hay can be secured to winter any number of stock. This section of the country will also be found well adapted for raising stock and growing vegetables for the subsistence of employees."

Here, again, history has a contemporary application. In this area which Conway described, United States army engineers have recently surveyed a route for a proposed railroad to Alaska. And by following the high knolls, General O'Connor succeeded in building the Alaska highway around the muskeg swamps in the vicinity of Fort Nelson and Fort St. John, British Columbia settlements across the Rocky mountains.

While his subordinates hailed

over the ranges, Colonel Bulkley sailed into the floods and coves of the Inside Passage looking for places to land supplies. President Lincoln had instructed the American navy to land troops and cutters for this purpose. From Fort George one of Bulkley's assistants, Frank L. Pope, wrote to him:

"I have preferred to use the original Indian names of rivers, lakes and mountains in most cases, not only as they are more appropriate, but also from the fact that they are distinguished by the Indian appellations in those portions of the country in which they are located."

Reporting on possible sources of food in the area, Pope continued: "Whitfish are taken in the lakes from November 1 until the ice covers the water. They are excellent fish and are quite numerous. Trout may be taken in the lakes and large rivers in the spring. The scarcity of birds is partially compensated by the superabundance of insects such as mosquitoes, black flies, gnats and ants, with which the whole country literally swarms during the summer."

In this instance, too, modern developments highlight the Telegraph Trail report. Fort George, from where Pope wrote to Colonel Bulkley, is now Prince George, the southern terminus of the proposed rail route to Alaska. And, as for the gnats and flies which made the uplands in the summer, the men who built the Alaska Highway have an appropriate story. They claim that one of them came down on an airport and the attendants thought

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Pioneer Spirit Embued Builders of Alaska Highway

Bitter Cold, Heat, Insects Failed to Daunt Troops On Stupendous Project

By CAPT. FREEMAN C. BISHOP

U.S. Army Engineers Starting off at Dawson Creek, the Alaska Military Highway stretches its sinuous length mainly along river beds, holding as much as possible to the higher ground along these streams to avoid sometimes bottomless marsh-land, for 1,634 miles north by northwest into Fairbanks, Alaska, threading mountain areas where peaks rise in sheer, breathless majesty to more than 19,000 feet in the St. Elias Range near the Alaskan-Canadian border.

Explored Northwest

Moreover, the U. S. Engineers kept the mean level of road construction, well below 4,000 feet because above that snow conditions generally make it impossible to operate traffic in the winter and it is weather where temperatures, last winter, dropped to as low as 80 degrees below zero and it stays good and cold five to six months annually.

Of course it was impossible to operate trucks with all these terrible temperatures and, as a general rule, operations stopped after the thermometer started to knock at 40 below. These extremely low temperatures rarely last for more than a few days, fortunately for all of us, as it is physically impossible to keep more than slightly warm when Old Man Winter gets that rugged.

Practically all of the country through which this road was built is unknown, in many cases unexplored and for hundreds of miles there were no residents at all. The road itself has no hold-up standards, no gas stations, no over-night cabins, nothing but essential military installations to carry supplies northwestward for the ultimate defeat of our Japanese enemy.

HAZARDOUS ADVENT

In those perilous days of hazardous work, the talk often turned to the "good old days" when a "guy" could get a coke or a bottle of beer. There were few of the luxuries coming through to the soldiers fighting a battle against time—time limit set continuously by a relentless climate that could not be denied by any man-made device.

First there was the great drive to get supplies and equipment in the various construction points from which crews could work in two directions breaking trail, building a pioneer route and grading some kind of roadbed, all in one continuous operation before the rivers went out in the spring of 1943.

So priorities hit everything but absolute essentials and men did without those morale builders which have been hastened because of the war. Untold resources will be revealed and developed, bringing increased trade and opportunities. New towns and communities will spring into life. Mutual progress will enrich and advance our mutual understanding. Once regarded chiefly as the aerial gateway to the North, the City of Edmonton today occupies an enviable position, standing at the head of both the great overland route and the stretching chain of airports. Edmonton is on the threshold of the greatest era of progress since the coming of steel opened up the north of the West.

PAISED AIR TRANSPORT

I would like to this time especially to pay tribute to the men of the United States Air Transport Command and the United States Army Engineers stationed in Edmonton and down North. The development throughout has been a co-operative proposition. We have worked continuously on a basis of mutual assistance and have always enjoyed the utmost confidence and aid from us. It is safe to say that without their generous co-operation many of the problems which have been solved would have been overcome. I sincerely hope to repeat the work the progress in the north.

SALES FOR WARTING DRIVING DRIVE WITH

Johns-Manville

HEAVY DUTY BRAKE LING

For all Types of Trucks

Alberta Distributors

TAYLOR & PEARSON LIMITED

EDMONTON, ALBERTA

Vital Command

expected that traffic will be considerably heavier.

Last winter drivers brought convoys of trucks through bitterly cold weather and conquered driving conditions that would be considered impossible other than in war-time.

HAVE RELAY STATIONS

Relay stations have now been set up every 100 miles from one end of the road to the other and are driven by regular soldiers from each 100 miles. So you can see that a soldier, driving only that 100 miles, would soon become an expert on this section of the road.

It is expected that this highway will open up considerable industrial and commercial prospects in this country, but that is a problem to be handled by Canada after the war is over when all U. S. troops and civilian employees will be withdrawn, except, of course, for the Alaskan end of the road. However, only a small segment of the road, less than 300 miles, is in Alaska.

Today much of the maintenance and improvement of the highway are being done by civilian employees of large contracting firms and in time more of the troops will be replaced by these construction workers who have become soldiers of the road and take a great pride in doing the best job possible on this military supply route.

Some changes have been made in the highway. The first permanent bridges are being installed, one a wide suspension bridge across the Peace River to prevent the notorious ice jams and quick spring break-ups at this point from ruining too many men and too much equipment.

That, too, these bridge changes are necessary because there are strange waters in these rivers and rapids for bottoms and glaciers for their headwaters—in many cases they freeze from the bottom up, and the top water running free is pushed wider and wider until instead of a stream-bed of ice and a bridge across it, you have a plain full of ice that is gone and in many cases your bridge has been swallowed by the ice formed from the capricious water flowing over it.

The engineers have learned how to cure some of these ills and lessons have in cases been learned bitterly, but the main object of the summer and fall work of 1945 on the Alaska Highway is to improve the pioneer route, beat the special problems, especially in the Alaskan area, and to obviate traffic traps from end to end so that the gravelled surface must fall will hold a top-notch winter route aimed right at Premier Tolson.

The Yukon Territory is represented in the Dominion parliament by one member in the House of Commons.

WING COMMANDER W. J. McFARLANE, who is commanding officer of the R.C.A.F. chain of air bases between Edmonton and Alaska. This is called the Northwest Staging Route.

the soldiers and the civilian contractors' employees meantime had been caught by the romance of the job and the excitement of the work and the men of the pioneer kept their morale high and their work moving at a break-neck pace.

The second great drive of the Alaska Highway was during the summer and, as fall approached, and certain areas were not completed due to unforeseen conditions, everyone pulled up that last notch and shoved forward the great summer drive to complete a strong foundation for the "winter road".

By the time the road was freezing from end to end, the job had been completed. There were setbacks here and there that were heartbreaking as a river would suddenly rise up from nowhere and quietly grind a bridge to bits overnight, but the roadbed was there and, as winter and snow arrived, the trucks could roll for supplies.

This summer-fall drive left the men spent and the winter's rigors most bitter in 40 years, presented new hardships, the more problems to be solved by these hardy veterans of pioneering.

In a few places there are some Indian settlements, the largest one of which is in the Yukon Territory, where there are about 100 Indians, including parents and children, quite intelligent and well-behaved, they receive most of their schooling and religious instruction from missions established by the Anglican Church and the Roman Catholic Church. These missionaries render a great service to the Indians in giving them our North American language of English, and the ideals of religion and the schooling to implement their intelligence.

The pioneer road was constructed by the Corps of Engineers, U. S. Army, in order to have some trail over which to haul supplies so that men and machines could build a more substantial route. In those early days of construction, late last winter and all through the spring until well into the summer, soldiers underwent great hardships, a few lost their lives, and many worked during the long daylight hours with only a few hours of rest from day to day.

MAPS OFTEN WRONG

During the building period, when maps were found to be quite often completely wrong, the drivers of caterpillar tractors used the blades of bulldozers to battle down trees and push aside obstructions through the primitive forest to make the first trail.

As often as not, in those days, an officer would stand on the top of the caterpillar tractor holding a compass in his hand to direct the driver in the general direction where the survivors were reasonably sure lay the most available route.

Of course the general survey lines were definitely routed, but conditions in local areas often caused minor changes. Men slept in pup tents, when they slept at all, keeping only what supplies and bedding they needed with them from day to day, as they continuously travelled toward their objectives.

Sometimes the surveying parties in the van of these bulldozer crews could hardly move fast enough from day to day to keep in front of the bulldozers. It became a sort of game between the bulldozers and the surveyors.

At one time in those early days, the caterpillars, "cats," were bogged down badly for lack of gasoline and trucks were sent to the mine so deeply thought could get away. So often and so often men started the four-mile hike to and from the gasoline dump and back with five-gallon tins of gas on their backs.

And these were no highly trained engineer troops; these were just run-of-the-mill men from Arkansas and Alabama and California and New Mexico and Wisconsin and Montana and Oklahoma and anywhere in the United States.

Mosquitoes and similar insects were a constant menace during the summer, making everyone extremely uncomfortable, for it is almost impossible for a soldier to work in a wilderness with a mosquito or a gnat hanging over his head and shoulders.

During the late summer and fall, and for that matter all this past winter when weather permitted, thousands of men operating from established camps all along the highway, improved and maintained the road to Alaska, first land route of its kind in history.

During this summer and fall, with maintenance and continued improvement of the highway, is it

bottom up, and the top water running free is pushed wider and wider until instead of a stream-bed of ice and a bridge across it, you have a plain full of ice that is gone and in many cases your bridge has been swallowed by the ice formed from the capricious water flowing over it.

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WRITING NEW PAGES IN THE BOOK OF HISTORY OF

La Province de Québec

CANADA

18 Months later

Power For All SHIPSHAW!

1941

SHIPSHAW

Ultimate power capacity 1,200,000 H.P.
Cost \$100,000,000
Height of dam 250 feet
Overcoming head 720 feet
Length of main power house 800 feet
Ultimate number of generators 16
Maximum number of men employed 10,000
Average monthly payroll \$2,100,000
Amount of excavation 7,251,250 cu. yds.
Volume of concrete masonry 1,488,032 cu. yds.
Average amount of cement required daily during height of construction 31 carloads
Total storage capacity of reservoirs, upper water shed 425 billion cu. ft.

TOTAL SAGUENAY DEVELOPMENT

Shipshaw, Chute-a-Caron and the Saguenay hydro-electric stations 2,000,000 H.P.

A FEW OTHER WATER POWERS

Beauharnois 210,000 H.P.
Gatineau 228,000 H.P.
Les Gèrards 238,000 H.P.
St. Maurice 320,000 H.P.
Rivière du Lièvre 354,000 H.P.
Chaudière 160,000 H.P.
Bath Courant (North Shore) 77,000 H.P.

TOTAL PROVINCE OF QUÉBEC DEVELOPMENT

(as to January 1st, 1944) 3,700,000 H.P.
Total possible conventional hydro-electric installations in La Province de Québec 17,000,000 H.P.

Now—Shipshaw joins the battle of production and lends its might to our share of the struggle for freedom. It is pledged to do an all-out war job. But when peace comes back again, the power that is Shipshaw will flow smoothly into production for that brighter, better, world of tomorrow.

PROVINCE DE Québec

TOURIST AND PUBLICITY BUREAU

QUÉBEC—CANADA

Soon to Produce All Planes Needed

Although plane production will continue upward, maybe reaching 10,000 a month later this year, an ultimate leveling off is predicted by some WPA officials. Such factors as material problems and manpower shortages are overshadowed by another brighter situation: production is expected to reach a stage where further increases are unnecessary—well, some experts think, more planes than we'll need. Donald Nelson has said that "the very great advances made in the last year cannot be sustained for many months longer." This can lead to unemployment in the midst of a war.

By an amendment passed in 1917, Alaska is held responsible for the education of its white population.

Alberta Possesses Vast Land Areas

Total area of Alberta is 266,000 square miles of land and 6,488 square miles of water for a grand total of 272,488 square miles. The population, by the 1941 census was 246,100 or a little more than three persons to the square mile.

The total agricultural farming area in Alberta is 18,000,000 acres of which 70,000,000 acres is arable land and 30,000,000 acres non-arable land.

Of the 70,000,000 acres of arable land there is a total of 20,000,000 acres of cultivated occupied farm land, 30,000,000 acres of non-cultivated occupied farm land and 20,000,000 acres of non-occupied farm land.

There are 100,000 farm houses in Alberta with a farm population of 400,000.

SHIPSHAW

Shipshaw is a bright page in this Province's war history. It's only one of our answers to Hitler. Significantly, Shipshaw is located in the same region as the Township of Leduc, named by the Quebec Government in order to perpetuate the name of the Czech village so ruthlessly destroyed by Hitler's troops. Both Shipshaw and Leduc lie in the famous land of "Maria Chapdelaine," familiar to tourists as the country on which Louis Hémon based his novel of the same name.

Shipshaw is a stirring landmark in Canada's industrial history... a dramatic concept of the success of man's struggle to turn the forces of nature to his use. Visitors to this Province after the war may well note the Shipshaw dam as a new wonder in Canada... a monument to industry that must be seen to be believed.

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PROVINCE DE Québec

TOURIST AND PUBLICITY BUREAU

QUÉBEC—CANADA

SHIPSHAW

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Air Transportation System Must Be Sound Structure States C. H. Punch Dickens

By C. H. "PUNCH" DICKENS

Vice-President and General Manager, Canadian Pacific Air Lines.
So much is being written and so much is being talked of in regard to the future of air transportation after the war that the practical aspects, in the minds of many, have been lost sight of. The public has been led in many cases to believe that tomorrow will be an Air Age in which every other form of transportation will be subordinate to the airplane; that railways, steamships and bus lines will just have to get by on the crumbs left by the air lines.

Predicts Progress

That is hardly a correct picture. Air transportation will be greatly expanded, of that there is no doubt, but the idea that all traffic will leave the ground is much too far-fetched. In fact the exaggerated claims being made by some air enthusiasts are proving somewhat of a boomerang to the industry and not helping in laying the foundation for a sound development of air transport.

In spite of the fact that aircraft are crossing the North Atlantic on military missions these days there actually has not yet been developed a technique by which this ocean can be flown commercially, day after day, the year round. No operator has been able to do it yet, mainly because there has not yet been developed a transport type airplane which can do the job on a commercial basis.

The immediate job of the air transport industry is to win this war—and our day dreams of the future must be subordinated to that task. But we can do some practical thinking and planning on our post-war obligations.

We must encourage and develop private flying after the war, and by this I mean doing something in a positive way to provide low cost service in both flying and maintenance of aircraft. We must also aim ahead to provide vastly increased transport services, both in and out of Canada, at rates for passengers and cargo far below the present levels. Only by so doing will the air transport industry be able to compete for its share of the travelling public's business. If we develop these plans in an intelligent manner, we will assist in cushioning the economic impact which is inevitable with the termination of the war.

C. H. "Punch" Dickens, O.B.E., vice-president and general manager of Canadian Pacific Air Lines, who predicts the orderly development of aviation in Canada after the war. Dickens is a former Edmonton resident.

Telegraph Trail First Attempt Connect Alaska

Continued from Page Six

It was a Flying Fortress and filled it with 160 gallons of high-octane. North of Queenst in the British Columbia solitude the Western Union party leaved a 60-foot right-of-way out of the forest. For nearly eight decades this waste has been known throughout British Columbia and Alaska as "The Telegraph Trail." Aviators have used it as a route to guide them to Alaska. Near the British Columbia-Yukon line the Telegraph Trail becomes part of the Alaska Highway.

WILDERNESS REPORTS

As the work progressed, Colonel Bulkeley received his reports from the wilderness.

As some of the parties entered Russian-American and others roamed across Siberia, hardships multiplied. The temperatures crawled 70 degrees below zero. Men's eyes made frost shut. Beards became as hard as the telegraph wire. Colonel Bulkeley complained to Secretary of State Bernard that the navy was failing to deliver the promised supplies. Capt. R. J. Bush, in a masterpiece of understatement, wrote from Bul's station in Siberia:

"I regret very much that the crowded state in which our house has been during the past winter prevented me from taking any observations of the effect on the line by the Aurora Borealis. A house 25 feet square occupied by from 30 to 40 men to eat and sleep in leaves but little room for experiments."

Slowly but steadily the adventure went forward. Poles were erected, lines strung and routes surveyed. Negotiations even were started to extend the line to China. Then in the summer of 1941 the steamship Great Eastern miraculously laid the Atlantic cable. Europe and America were thus united across the ocean. The long, tortuous route via North America and Siberia seemed unnecessary. The Western Union company issued orders to stop work.

These orders did not reach the parties in Alaska and Siberia for nearly a full year. Glass insulators were sold to Indians and natives for drinking cups. Ponderous spools of telegraph wire were battered for furs, the wire became suspension bridges and fashions. To this day Indians in British Columbia still ride on packhorses along the trail, biased by Bulkeley, Conway and Pope. On the map appear Telegraph Creek and the Bulkeley River, and in Alaska a lake, a glacier and a mountain are named for another member of the expedition, Robert Kennicott.

TRIBUTE FROM BULKLEY

When at last all the adventures had returned to San Francisco, the main outfitting point, Colonel Bulkeley told them: "Over nearly one-quarter of the circumference of the globe, in frozen wilds, among savage tribes and in unknown regions, you have steadily pursued your way, and although the telegraph is unfinished, the world will recognize and applaud the knowledge you have added to the store and the daring spirit you have accomplished so much."

The Telegraph Trail did not accomplish its mission, because an easier route for wires to Europe had been found. Yet it played a vital role in America's exploration of Alaska, a step of immeasurable historic significance, particularly in the light of present-day events. It also pointed the way overland across America to Asia. The Alaska International military highway is one of the first efforts to follow that trail.

INSPIRED GEN. O'CONNOR
"However I think we have all benefited," said Gen. O'Connell, the commander of the Alaska Highway.

DESIGNING PROBLEM

Flying equipment of today will continue in use for some years after the war unless designers get busy today on their plans for the post-war transport plane. Some are already in blueprint form. But the equipment must be intelligently designed for the job the machine is to be called on to do. From the airline operator's point of view, that is the most important consideration. It must be designed to suit the specific work which it will be expected to perform.

Experience has proven it is not only impractical, but uneconomical as well to take just any aircraft, no matter how newly developed it may be, and arbitrarily operate it in an airline system, because that system, by the very nature of its being, must offer a varied and diversified service.

Analysis of the job to be performed is paramount, and from this analysis of the airplane or airplanes required to execute the desired operation must be developed. For that reason, Canadian Pacific Air Lines has instituted a department of flight research which is delving into the factors which control a truly efficient and economical operation of an airline.

HAS GREAT FUTURE

All sorts of questions are asked each day as to the future of air transportation. And all sorts of answers are given. More, of course, can be expected. But as yet, there has been no mathematical analysis which would prove any of the answers. Only the records of the future will tell which answer was closest to being correct. Those of us who are in the air transport business and are naturally most close to it are of one unanimous opinion, however. That is that the air transport industry is on the verge of a great upswing. I do not expect it to be the distorted, out-quoted "only means" of transportation. Instead I think it will be a complement of the railways and the steamships and the buses; that it will rank equally high with other forms of transportation, not replacing them, merely supplementing them. Does that not in itself suggest a healthy, bright future?

"I can thumb through the journal kept by Col. Bulkeley and see the practically insurmountable obstacles which he and his men subdued." Although the Bulkeley journal is still in the Portland library, copies have been photostated at the order of Lt. Col. Paul W. Thompson, a noted author in his own right and the head of intelligence for the army engineers.

A copy is now in Gen. O'Connor's office at another in the office of Brigadier Gen. Clarence L. Shieridan, assistant chief of army engineers, who outlined the main plan for constructing the Alaska Highway. Gen. O'Connor has said he hopes to be able to present a detailed photographic report to libraries in such cities as Edmonton, Vancouver, Victoria, Prince George, Whitehorse, Seattle, Juneau, Fairbanks and Ketchikan, and other places directly or indirectly associated with the Alaska Highway and the Telegraph Trail.

As early as 1861 gold discoveries were made on the Stikine river; reported discoveries, culminating in the Cassiar district "boom," were made in British Columbia from 1857 to 1874; colorings along the Yukon were reported in 1864 and systematic prospecting of the upper river began about 1873.

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U.S. Soldiers Proud to Have Worked on Alaska Highway

Unfavorable Conditions, Engineering Difficulties Surmounted Easily, Rapidly

The pyramids of Egypt and the great Roman roads were built with the toil and sweat of slave labor, working by hand for long years to complete those great projects. But the Alaska Highway was built by free men and for the most part with mechanical slaves, directed by technical-skillful youth. And it was built in record time.

The great North American highway was built largely by youth from the farming cities, by young men who had never been away from the roar of the subway trains or the shadow of the great skyscrapers. These youngsters delivered the goods on one of the greatest undertakings in history. Following is the story of the Alaska Highway as told by two young United States soldiers who helped to build it.—EDITOR.

BY CPL. JOSEPH DEBRANGO

Hawthorn, New Jersey, and

PTE. 1ST CLASS VERNON B. GALLI

Santa Barbara, Cal., U.S. Army Corps of Engineers

Cpl. DeBrango: My home is in Hoboken, New Jersey. Before the war I never thought that Canada extended beyond Montreal and Toronto. I never saw any trees, except trees that were fenced or in parks. I honestly thought making was something to eat, like breakfast food.

I came north through Edmonton in April of 1942. Work on the road was just starting. Fortunately I missed the really cold weather of the spring. The first engineers in to Dawson Creek, had a spell of 30 below zero weather.

I am a welder by trade, but at first we all worked at clearing the roadway. We all hacked away with machetes at the brush. We had only a few small caterpillar tractors then.

Most of the boys had never chopped a stick of firewood before. When they started chopping the trees looked as if beavers had been chewing at the trunks, but in two or three weeks they were all working like Paul Bunyan.

It was damn hard work and we were all in at nights, but did we



Highway Work Was Thrilling Game



CPL. DE BRANGO

The lot of the engineer soldier who worked on the Alaska Highway was far from an easy one. There were cold, heat and insects to contend with. And the work itself was hard. But the soldiers loved the work because it was viewed as part of a thrilling game. Elsewhere on this page Cpl. Joseph De Brango, of Hoboken, New Jersey, and Pte. 1st Class Vernon B. Galli, Santa Barbara, Calif., tell the story of the life of an engineer soldier in building the great highway. Sgt. Rudolph Schubert, Detroit, was a member of the same company.

A former Canadian, from Prince Albert, there was a daily objective. Sgt. Schubert was the first man in our regiment to sign the Sliam River in Northern B.C. The sergeant had a race with Pte. W. Whitehead of Texas. They both ran for miles with full packs as we neared the river. Sgt. Schubert won and he is proud.

WOULD MAKE BETS

We would bet with each other about the time we would reach a certain objective. Yes, I feel really proud to have helped build the greatest military highway in the world. Pte. Vernon B. Galli: I am from Santa Barbara, California, and I

was my first visit to Canada when I came here with the army troops in the spring of 1942 to work on the Alaska Highway. I knew nothing about Canada. I must confess, my only complaint with it is that it is just too big.

Too, too, very proud to have helped in a small way to build this great international road to victory. What about the cold? Yes, it was cold last winter and I'm from sunny California. But the cold didn't bother me much at all. Canadians may think it strange but I believe the American soldiers on the highway suffered less from the cold than anyone else. Ten below in Missouri seems a lot worse.

WORST PEST

Mosquitoes in the summer were bad but worst of all were the "so-called" flies. That's a nickname we gave to tiny sand flies that are so small you can't even feel them. They get in a man's nostrils and bite. A severe bite.

I have really enjoyed working on the great highway and it will be an experience none of us will ever forget. It was a great game all the way through. Everyone was keyed up all the time and you never think of discomfort under such circumstances.

When we first went out there we had nothing to eat in the form of meat but canned stuff. You got tired of that. The boys in one company bought a young pig at Dawson Creek. They took it with them and fed it for five months before they slaughtered it and had a real feast. That took will power.

REAL TRIBUTE

I would like to have The Edmonton Bulletin pay a tribute to Col. A. Lane, our former regimental commander. All of the boys would die for Col. Lane. He never slept or ate either, for days when the going was hard, and he was thinking first and last of the welfare of his men. Col. Lane sure helped put the big job over.

We are proud of the fact we now have the youngest commanding officer in the Northwest. Service Command. He is Lt.-Col. W. Leonard. I understand he is only 26. Yes, I am mighty proud to have helped in the building of the great Alaska Highway.

First Air Mail Flown to Yukon Summer of 1937

The first air mail flight to the Yukon left Edmonton on July 5, 1937 in a Ford tri-motor airplane piloted by Grant McConchie and Ted Field. The plane carried five pounds of mail addressed to residents of Whitehorse and the trip was accomplished in something more than 17 hours.

Bucking headwinds and flying over virgin country with no navigation aids these intrepid young aviators blazed the trail for what is now one of the most important air mail routes on the continent. Established on a monthly basis the service was steadily bettered until now, less than six years later, it operates daily, carrying 800 pounds of mail per flight. A great percentage of this mail is destined for the defence project now being developed in Canada's northwest and in Alaska.

IN 12 HOURS

Mail leaving now over this route is in Fairbanks, 12 hours after leaving Edmonton airport.

Credit for the greatly stepped-up service on mail to the northwest may be in part given directly to Canada's department of transport. Several years ago the department lessened the importance of this air route and established modern air bases, completely equipped with navigation aids, between Edmonton and Alaska. The use of wheel equipment, supplanting float equipment, allowed planes to travel at greater speeds and to carry greater loads. The field, established by the department years ago, saw the key points along the Alaska Highway and are important factors in the great defensive work being built by military authorities of Canada and the United States.

The Tanana river in Alaska is navigable for about 200 miles to the mouth of the Chena, and above the mouth of the Chena it again becomes navigable for more than 200 miles, including its principal upper tributaries, the Rebecs.

Made First Flight To Yukon in 1934

The first flight to the Yukon from Edmonton was made in the spring of 1934, when Grant McConchie and Ted Field, with Art Hamilton, now with T.C.A., set out from Edmonton with a party of four prospectors in two lumbering, obsolete biplanes.

Powered by Wright J-520 horse power motors. These planes, with a payload of about 800 pounds, rolled along at 30 miles per hour in good weather. The pilots followed a path which led them over the Rocky Mountains at Jasper, westwards to Prince George, then northwards, through the Fort St. James mining country to Brocks Lake and Dease Lake, and across to Twin and finally to Cassiar, five days after they had set out from Edmonton.

Today C.P. Air Lines schedules call for a flight of over 1,000 miles in slightly over five hours flying time. It is now possible to fly from Edmonton to Fairbanks, Alaska and return to Whitehorse by 8:30 p.m. after leaving Edmonton at 7 a.m. with stops being made at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Fairbanks and Whitehorse again.

The Yukon river proper with its principal tributaries embraces more than 2,500 miles of navigable waters. The system is open to navigation from May until September.

North Pilots' Country Club Welcome Oasis

By SAM JACKSON.

AN AIRPORT IN THE CANADIAN NORTHWEST

CP—Because you can get a hot shower here, and because there's quite a neat little group of buildings, this airfield has become known as "the quiet club of the Yukon." Its purpose is a good deal grimmer. Through here go the giant bombers and transport planes of the Alaska wing of the United States Air Transport Command. Based in the northwest on mysterious missions that the pilots don't talk about.

But, every flier and every traveller on the long Alaska road likes to stop here if he can. He doesn't have to unroll his sleeping bag because giant spruce timbers in a bottle furnace keep the big bunkroom warm all night.

Like a good many installations in the northwest, the airport was built up by Canadians with help from the Americans and although Canadian sovereignty is acknowledged, the use of the field is largely American.

The first Americans flew in here only last June in a pontoon plane and landed on a lake. They found only a radio shack and a half-completed airport building.

RAPID CONSTRUCTION

The building of the "country club" is another sign of quick construction. Some material was flown in but most of it, during the short northern summer, was landed from steamers on the Alaska coast, then transported by river boats up a lonely river to a trading post 180 miles northeast.

From there it is a short haul, a distance of 75 miles, was a shadow of an old road of gold mining days and this was repaired at an expense of \$10,000, the lake in front of it, during the short northern summer, was landed from steamers on the Alaska coast, then transported by river boats up a lonely river to a trading post 180 miles northeast.

They carried many tons of freight each, and could cross the lake and the trail.

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go up another river to within 25 miles of this new airbase. Far that last stretch, a regular road was constructed.

J. H. Winkler, resident engineer for the Canadian government, took an artistic pride in his buildings and went far afield to get good looking logs which were slatted for the exterior. Freight brought by the river-lake route today costs \$200 a ton, from Vancouver.

Li. H. Winkler, commanding officer, always has one and a half ready for visitors because of the great uncertainty of the Yukon weather. The rates are 50 cents for a bed and 30 cents a meal—the latter being served in the rough-and-ready style of any new army camp. (Canadian, for the rate civilian customer, costs \$2.50 a gallon.)

The Canadians have their own barracks and dining hall and eat with considerably more decorum. They sit down at the sound of a bell, talk softly or not at all, and do not smoke at the table.

Among the guests is a radio expert, trying to figure out the occasional "blackouts" that occur in the north; a Catholic missionary who came into the wilderness long before he dreamed civilization would catch up with him; Sir Herbert Wilkins, the Arctic explorer, numerous fliers grounded for the time, and several mysterious civilians who revealed their mission only to the commanding officer. They call it the "Yukon country club" but in cross-section it is more like Grand Hotel.

Excellent Profit Shown by Allies In Bismarck Sea

It cost \$5,000,000 for the Allies to beat the Japs in the Bismarck Sea, Australia Prime Minister John Curtin has estimated in great reports from Canberra. To maintain planes and repair damage cost \$4,447,110, bombs and ammunition cost \$113,000, gasoline, \$307,290 and oil, \$103,500. The Japanese lost the equivalent of \$32,000,000 in ships and equipment, the Prime Minister estimated.

OLD TIMERS IN GROWING EDMONTON

The Capital Glass Works Ltd., started in business in Edmonton away back in 1910 and has grown with the opening up of the Great North Country and the City of Edmonton.

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Place in the Midnight Sun

THE Alaska Highway is an enduring monument to the spirit of progress and good neighborliness that marks the relationship of the two countries—a monument to an achievement that has commanded the admiration of all and won for Canada and the United States a permanent place in the Midnight Sun.

To the men who conceived and performed this miracle of engineering, we offer our earnest congratulations. Because of them we now possess a strategic and priceless weapon of war—and again because of them, the development of the Northland within the next few years may well surpass anything the far-sighted fathers of the project can yet visualize.

THE HOUSE OF SEAGRAM

•

Canada Must Utilize All Commercial Air Resources

Controlled Competition Seen as Best Solution By President of C.P.A.

By L. B. URWIN

President Canadian Pacific Air Lines

The place which Canada will take in the world air transport picture will depend on how well this nation's transport companies meet the traffic demands and world competition. Trading away the right to other nations to route their service through and over the Dominion is not enough to make Canada a vitally important world commercial air power, although reciprocal concession of rights will be a necessary part of post-war international arrangements.

Was Trail Blazer



Capt. North Sewin, C.P.A. Lines main pilot, who was among the first to fly the then underdeveloped Northwest Passage. His home is in Edmonton.

YASTE OWN MEDICINE
STOCKHOLM (CP)—The German people now know what total war is like, according to the Strasbourg "Neueste Nachrichten". Referring to R.A.F. raids, the paper said: "The war has turned into something terrible which we did not expect."

The geographical position of Canada, the great extent of the Dominion, the type and distribution of our natural resources, and above all—the demonstrated genius of our people for the use and development of air transport, all combine to give this country a special and real opportunity to participate in the future of international commercial aviation, but these alone will not give Canada the air position to which it is entitled as an important trading nation and growing world power.

It has been said that world aviation has three cardinal features—strategy, prestige and commerce. The first two are matters in the sphere of government, but the third is a matter of economics. In the long run, air service is nothing more or less than a problem of commercial transport. Any action that tends to restrict its natural development as a transportation medium will undoubtedly interfere gravely with the aviation progress of a nation following such a policy.

IN YASTE OWN MEDICINE
Canada is now, under war conditions, the third largest trading nation in the world, and in time of peace was the fifth. We will need the benefit of access by air line to all parts of the globe to foster and protect our foreign trade. To meet this condition must successfully will require in the future, not only aircraft, but ships and aircraft combined in an efficient, well-balanced fleet.

Heads C.P. Air Lines

Vice-president of the Canadian Pacific Railways is also the president of the infant C.P. Air Lines, fledgling of the famed world transportation system. He is L. B. Urwin of Montreal, shown above. Mr. Urwin thinks Canada will need all her aerial resources for the commercial struggle for mastery of the skies after the war.

Through the medium of the Canadian Pacific Railway and steamship companies, Canada has obtained the benefit of half a century of worldwide experience in transportation. Already the British are actively discussing plans for co-ordination of air and sea transport. They realize that the British trade position cannot be maintained and protected by using a single air line, operated without regard to sea transport. In the United States, where air transportation has made greater strides commercially than anywhere else in the world, controlled competition of a number of lines, operated without regard to sea transport, is the keynote.

It is clear beyond doubt that the United States will have air routes, equipment, and trained personnel after the war, which will match, or exceed, those of any other country. With some 100 commercial airlines now flying world routes under United States Army control, it is obvious they will be in a most favorable position when war ends.

NEED ALL RESOURCES

For Canada to enter into friendly competition with these great nations, and with the many other countries which will attempt to develop international air connections will require the use of all the resources which Canada can bring to bear. We shall need all the experience of our great transportation systems in international commerce, all the skill and experience which we have obtained in the design and construction of aircraft during the war, and the unmatched experience in actual flying which Canadians have acquired during the generation before this war, and to which our young men have added so greatly in the course of the struggle itself.

Dairying Proving Basic Industry

One of the basic industries of Alberta and one that is rapidly developing in northern sections, is dairying. Alberta has a total of 183,000 milk cows valued at \$77,000,000. There are 115 creameries, cheese factories and associated plants with an invested capital of \$5,000,000. Annual production of these factories is valued at \$10,000,000. The average number of employees is 1,200, with a payroll of \$1,300,000 a year. Creamery butter production is \$3,500,000 pounds a year valued at \$11,500,000 and factory cheese production averages 3,500,000 pounds valued at \$6,000,000. Concentrated milk production is placed at 1,000,000 pounds a year.



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Aerial Survey Important Job Done by C.P.A.

The aerial survey division of Canadian Pacific Air Lines, an outgrowth of Fairchild aerial survey and later a part of Canadian Airways, with headquarters in Montreal, does a most interesting and important job with little publicity. Its activities extend all over Canada, and consist principally of aerial mapping, by means of photographs, built up into mosaics. Photographers and expert map-makers constitute the division's staff, and aircraft and crews are provided by Canadian Pacific Air Lines wherever needed.

The work is done for provincial and Dominion governments, pulp and paper and mining concerns, power companies, etc. During the past year the company undertook important aerial survey duties for the Dominion government oil controller in the interior of British Columbia. Pulpmoat limits in the northern peninsula in Newfoundland were also photographed, this work being an extension of an annual operation which has been carried on for a number of years.

Extensive aerial survey flying was done for the Aluminium Co. of Canada with a view to discovering new water power sources for the tremendously expanded power development taking place for the aluminium plant in northern Quebec. The company played an important role in preparing a contour map of the area around the new one million horsepower development referred to as one of the world's largest hydro-electric plants.

Work was performed for the United States government in connection with new oil lands in the Mackenzie River district of the Northwest Territories. These lands have been explored for the purpose of finding existing valuable oil supplies to service United States Army equipment in Alaska. During 1942 more than 12,000 negative and 27,000 prints were handled by the division of the company's service.

HOMELAND OETA MEDAL

LONDON (CP)—Albert Clark, a ship's watchman and a man without a home has been awarded the British Empire Medal for heroism aboard a torpedoed vessel. His only link with the land was Lambeth Police Court, where he paid his wife's maintenance allowance.

GREAT ADVANCE

The hundreds of thousands of planes which we have on our way program have resulted in the development of engineering and technical talent in the manufacture of aircraft and their accessories which will result in advancing the art of aviation and its technology by an incalculable number of years; let us say 30 years—it may be more, it may be less; but the advance has truly been large.

"Biologically and economically, the fundamental material factor in so closely knitting these United States has been the establishment of an unexcelled transportation system. In recent years, air transportation has been an increasingly important factor in this system. After the war this fledgling industry may become the major force."

"The airplane, economically and socially powerful in peacetime, has also the increasing possibility of becoming the greatest instrument of destruction the world has ever known. We must adjust our thinking to conceive of a world in which we must all live in peace or suffer the risk of death from the air. In the air must this war be won. In the air must the peace be preserved."

In 1924 the best developed farming area in Alaska was in the neighbourhood of Fairbanks.

North Airman



Capt. Don Patry, formerly of Edmonton, and new senior pilot in the British Columbia district for C.P.A. Air Lines.

Inventors Galore

Write the Navy

Thousands of letters pour in every day with new ideas for combat planes, transports, gliders, flying boats, and seaborning planes. To Navy office come plans from leading producers and inventors, from teenage boys, from service men, scholars, mechanics and spinster school teachers. Every project is thoroughly examined by aeronautical engineers; every letter is carefully and fully answered.

One of the most startling ideas in the average man appears to be that of dangling flumes from planes. It was suggested that metal plated ropes be hung from the bottom of all combat planes to catch in the enemy's propeller. "I tried it with my own chain in the car engine," said the confident inventor. "I haven't found the chain yet, and you should see the engine!"

The fauna of Alaska is very rich and surprisingly varied.

Tutored Aces



Capt. Maurice Burdick, veteran flying instructor of Edmonton, now engaged in instructing R.C.A.F. pilots, who was one of the pioneer aviation enthusiasts here.

CONGRATULATIONS

To the Engineers and Officers and the Men (white or colored—every man Jack of them) for the unprecedented achievement of building the Alaska Highway in such a short time.

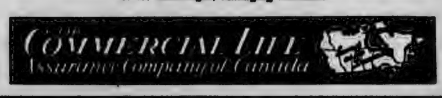
CONGRATULATIONS

Also to the Mayor of Edmonton, Mr. John W. Fry, and to the Commissioners, Comptroller and other officials of the City of Edmonton, to the Chamber of Commerce and other organizations in assisting so wholeheartedly in this grand accomplishment; and to the Citizens of Edmonton generally in opening up their homes in the unprecedented necessity for accommodation.

Incidentally permit us to say that you cannot get better Life Insurance and investment for old age than from The Commercial Life Assurance Company of Canada.

Also, men looking ahead and wishing to enter a business with good remuneration and splendid opportunity for advancement, cannot do better than consider a Commercial Life contract. Local representatives may add very substantially to their present income by representing The Commercial Life. Many of our local representatives have increased their income by \$50.00 per month or more. If interested, please apply to the Manager of our Western Head Office.

Western Head Office: C.P.R. Building, Edmonton — Harold C. Cooper, Manager. J. W. Ghenwright, Managing Director.



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Victory—Peace—Progress

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THE ALASKA HIGHWAY is more than one of the greatest engineering accomplishments of the age.

THE ALASKA HIGHWAY symbolizes the road to...

VICTORY! PEACE! PROGRESS!

In the building of the Alaska Highway, Canada and the United States have worked shoulder to shoulder—in friendship, mutual esteem and understanding—against gigantic physical and technical difficulties, to perfect a road whose contribution to Victory and Peacetime Progress will be incalculably great.

We salute "Our Good Neighbors," the United States Army and Civilian Workers, and we salute our Canadian Workers. To their combined labour, the ALASKA HIGHWAY will remain an everlasting tribute.

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Names you should know

Yesterday, our railway builders created an East-West Canada. Today, air transportation is creating a new North-South Canada.

Such names as Yellowknife and Whitehorse . . . Coppermine and Aklavik mean little to the average man today. But learn those names. Remember them. They are part of the new North-South Canada served by Canadian Pacific Air Lines. They may loom large in tomorrow's air age.

In the construction of the Alaska Highway CPA planes played a vital part. They flew in surveyors and trail blazers and carried supplies, equipment and mail to those engaged in the actual work of construction.

Just now all our facilities are pledged to the one big job of winning the war. When victory is won and free men set about building a better world, Canadian Pacific Air Lines will be ready to meet the transportation needs of a generation that will turn to air travel as a matter of course.



WHITEHORSE - vital link in the new Alaska Highway and a key point of Canadian Pacific Air Lines.



ALASKA HIGHWAY - typical army engineers' camp in mountainous country during the construction of the highway.



COPPERMINE - showing a supply boat frozen in for the winter and an aircraft ready to take off.



EDMONTON - one of the continent's largest airports. Twin-engine 14 passenger CPA plane in front of new Administration Building.



AKLAVIK - up on the rim of the Arctic, a single-engine plane lands on open water.

Canadian Pacific
AIR LINES



THE WINGS OF THE WORLD'S BEST TRAVEL SYSTEM

U.S. Army Prominent in Pioneer Construction Tasks

Use of Soldiers to Build Great Highway to Alaska Has Historic Precedents

By COLONEL K. B. BUSH

Chief of Staff, Northwest Service Command

The history of the United States Army is enriched by a number of achievements cast in the same heroic mold as the construction of the Alaska Military Highway.

Frequently our friends of Canada ask if it was not unusual to use troops for so essentially a pioneering task as the blazing through of this 1,630-mile land link with Alaska. The answer is, "No". The participation of soldiers in this job was very much in the best American tradition.

Many of the great frontier undertakings in the annals of the United States have been accomplished by the nation's soldiers. The successful completion of these exploits required the same physical stamina, the same knowledge of the wilderness, the same courage and loyalty and ingenuity which characterized the building of the Alaska highway.

The most important exploration in American history was that of Lewis and Clark. These frontiersmen and their followers mapped half a continent and extended the domain of the Stars and Stripes to the Pacific Ocean.

Meriwether Lewis was a captain in the United States army. William Clark a lieutenant. All their men held various army ranks. They were soldiers, just as were the men who constructed the highway from Dawson Creek to Fairbanks.

SURVEYED RAILROADS

The surveys for the first transcontinental railroads were undertaken by the Corps of Army Engineers. The Pacific Railroad engineers located the routes across the Rocky Mountains; they were an essential precedent of east-and-west transportation.

In the blazing heat of summer, in winter's icy grip and under the constant threat of Indian arrows, army engineers with rod and trans-

Colonel Bush Was on Staff of Gen. Patton

Col. K. B. Bush of Quincy, Ill., is the Northwest Service Command Chief of Staff.

A graduate of the University of Illinois, 1916, class of engineering, he came to the Canadian Northwest after many years of experience in the Adjutant General's office at Washington, D.C. He also headed the U.S. Civilian Conservation Corps in Illinois, Michigan and Wisconsin.

Before arriving in this region Colonel Bush was on the staff at desert training center in California of Lt. Gen. George S. Patton, Jr., who played a prominent part in the Allied victory in North Africa.

It is a job done so well that most of those passes are still in use today, vital thoroughfares to victory in a war of global dimensions.

Yet it was a job which called for heroic sacrifice. Captain J. W. Gunnison and his company were massacred by the hostile while surveying passes where now the trains of the Union Pacific ascend the mountain.

The army was a mighty influence in setting the entire American frontier. Col. Carson scouted for blue-capped cowboys. Col. Sheridan and U.S. Grant served their military apprenticeship in the western wilderness. Fremont was in the army and so was Captain Benjamin L. E. Bonville.

The current choice of the United States Book-of-the-Month Club, Bernard De Voto's "Year of Decision," tells of how Colonel Kearney and his Missouri Volunteers opened up the west southwest from Fort Leavenworth to the giant hills of Mexico. The first telegraph line to the southwestern deserts was strung by army engineers—indeed, these men were led by Colonel C. E. Bulkeley, who later headed the Telegraph Trail expedition that was the remote forerunner of the Alaskan highway.

Even in more modern times this pioneering strain has been a persistent thread in the fabric of army activities. Army engineers constructed the Panama Canal. They supervised the building of the Washington Monument and the Arlington Memorial. And within the past decade army engineers under Major General T. M. Robins had charge of the erection of the Bonneville Dam across the Columbia River and of many other navigational and hydroelectric enterprises.

A former American Secretary of War, John W. Weeks, once delivered a speech entitled "Other Things Besides Fight". His speech was not to belittle the army's fighting achievements in combat, but to detail all the other undertakings incidental to successful and victorious fighting.

The wilderness of the North American continent has always been a singularly suspicious field of operations for the officers and men of the United States Army. The early completion of the Alaska

Pioneering, Army Specialty

The task of the U.S. Army's history, Col. Bush is chief of staff for the Northwest Service Command, U.S. Army Engineers, of which Brig. Gen. James A. O'Connor is commanding officer.

Military Highway associates. The building of this historic road was as much a wilderness venture as the Lewis and Clark expedition or the Pacific Railroad surveys.

In fact, Inspector William Grennan of the Royal Canadian Mounted Police said to Brigadier General J. A. O'Connor, commanding the Northwest Service Command: "You have explored as well as built."

No one crosses our continent today without paying a tribute in the dim recesses of mind to the men who blazed the way on foot, horseback and in rude canoes. The people who after the war will drive in their cars from Dawson Creek to Alaska owe the same mental salute to the soldiers who constructed the Alaska Highway. Those soldiers were true trailblazers.

They slept on the ground. Often the northern sky, rippled by the Aurora Borealis, was their only roof. Weeks went by without mail from home. Their food came out of cans, to be augmented by an occasional moose or mountain sheep brought down by a sharpshooter's chance shot. Landrears, mattresses, hot and cold water—these conveniences were unknown to the men who built the road. Many of these men came straight from the cities and metropolises of our continent to this primordial backwoods existence.

HARDSHIPS VANISH

And they built the highway. Today those hardships have largely vanished. Barracks are being erected along the road at regular intervals. The special service section of the Northwest Service Command has set up a movie circuit, extending from Dawson Creek to Fairbanks.

The Army Postal Service routes in mail by air. Fresh meat, butter and eggs are served regularly. All

the calling the stupendous job of making a good road through 1,630 miles of the wildest of the wildest country.

The army has always been the force behind rugged pioneering was called for. Col. K. B. Bush, shown at his desk above, states in the accompanying article, written specially for The Bulletin's Alaska Highway and Army Progress edition, that exploration has always been an outstanding feature of the U.S. Army's history. Col. Bush is chief of staff for the Northwest Service Command, U.S. Army Engineers, of which Brig. Gen. James A. O'Connor is commanding officer.

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Catalina Now Proving Hero Of Aleutians

Now that the battle of the Aleutians has again flamed into fury, it is fitting to call attention to one of the unsung heroes of the campaign among the fog-shrouded islands. It is the Navy's Consolidated Catalina flying boat, known as the Catalina.

A PBY crew on patrol out of Dutch Harbor, Alaska, discovered the original Japanese occupation of the island of Kiska on June 10, 1942. In the ordinary line of operation the Catalina's work would have been considered done with the report of the landing, but at Kiska there was no other type of plane to take over. For want of more suitable planes for the work, the PBY's, returning again and again to the fight, made repeated attacks on Japanese cruisers, destroyers and submarines.

When the two-engine, high-wing, long-range Catalinas were first built, it was not in the designer's mind to turn out a dive bomber. But dive bombing was indicated in the Aleutians, and dive bombing the PBY's did. They raced down through the Aleutian overcast at 230 knots and stayed in one place, to the relief of pilots and crews.

When the bombs were loosed by dead reckoning, it took the combined efforts of pilot and copilot to pull the cumbersome Catal out of the dives.

CALLED IT "SHUTTLE SERVICE"

The Catalinas on patrol flew as many as nineteen and one-half hours out of twenty-four on their bombing missions. The run from Dutch Harbor became so monotonous it was dubbed the "Kiska shuttle service." The PBY commanders called themselves the "PBY Interceptor Command."

The U.S. Navy Department lately commended the PBY crews for their dogged work in the first two days of the advance.

These advances are owed, either directly or indirectly, to the soldiers who did the pioneering.

Those frontiersmen of 1942—frontiersmen in khaki, if you please—included both white and colored soldiers. They included men from every station in life, from many religions, from countless communities and countries.

The exploits of the Catalinas in the Aleutians, their torpedo-bombing in other Pacific encounters and the success of the Catalina that tracked down the German battleship Blücher have removed from Catalina crews the old-time stigma of being the "truck drivers" of naval aviation. With their big brothers, the Consolidated Mariners, the Catalinas have established the value of the patrol plane in naval aerial warfare.

The official figures on size and performance for the Catalina are:

Young Pioneer

Barney Phillips, assistant to the general manager of C.P. Air Lines Western Lines, who was in the band of young men who first explored the famed northwest aerial passage to the far east.

after the Japanese landings it called it "one of the most remarkable exhibitions of pure tenacity of purpose that has ever occurred in any military or naval force."

The planes, shuttled between Kiska and a secret base in the eastern Aleutians until they exhausted the supply of bombs and gasoline aboard a tender stationed there.

GRATIALLY INCREASED

"By June 12," the Navy release said, "the enemy force in Kiska Harbor had been greatly increased."

Their anti-aircraft installations were augmented until it became extremely hazardous for any plane to attempt to enter Kiska under the overcast. Nevertheless, the PBY's continued to bomb the ships in Kiska and all ships encountered on the way.

The Catalinas of Patrol Wing 4 attacked and sank several submarines. One U-boat was bombed at such close range that the blast knocked a hole in the port wing of the flying boat and disabled the port engine. It flew 300 miles home to Dutch Harbor on one motor.

Another with its rudder cables shot away declined to break off combat with the Japanese Zeros. It drove off the attackers and then landed safely in the sea.

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Ocean Crossing Record Broken By Liberator

Since this went into type a new record was established by Captain G. R. Burton, who flew from Newfoundland to Britain (2,200 statute miles), take-off to landing in 7 hrs. 16 mins.—24 mins. less than Captain May's record time.

The pursuit of speed records over the Atlantic is discouraged by the Royal Air Force Transport Command. It is indeed a disciplinary offense for flying personnel delivering new aircraft to Britain or Africa to attempt to beat previous flight times.

The capture of bombers crossing the Atlantic have their flight plans regarding the routes, course, altitudes and engine speeds for each mission designed in accordance with weather forecasts to obtain maximum safety, comfort and fuel economy, as well as to avoid unnecessary wear and tear. Periodically, however, with unusually favorable conditions for the flight plan, notable transoceanic crossings are made.

GREAT PERFORMANCE

A distinctive performance newly recorded is that of Captain W. R. May, of British Overseas Airways Corporation, operating on the North Atlantic under the RAF Transport Command. Captain May, flying a Liberator with maximum all-up load of about 36,000 lb. and aided by 2 tailwind sometimes approaching 100 knots, made a landfall in Iceland coming from Newfoundland (2,200 statute miles) in 6 hrs. 20 mins. He

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With Red Cross

Charles A. Jacobus, field director for the American Red Cross in Edmonton, who states that the Red Cross is striving to bring a few of the members of home in the troops along the Alaska Highway.

new to an airfield inside Britain, registering only 7 hrs. 46 mins. from take-off to landing. He thus reduced by 21 mins. the previous best (armco-tar-mat) Atlantic flight of 8 hrs. 1 min. accomplished 14 months ago by a pilot officer of the Royal Australian Air Force in a Hudson twin-engine bomber. Captain May flew practically the whole course in seven hours at about 30,000 feet, and found that he could not get over at even at 22,000 feet.

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Gold Not Only Asset Bringing Fame to Yukon

The Yukon Territory, the most westerly of Canada's northern country, is bounded on the north by the Arctic Ocean, the south by the Province of British Columbia, on the east by the watershed of the Mackenzie River, and on the west by Alaska. The country contains, roughly, 206,427 square miles.

Chief waterway of the territory is the Yukon River system, although the headwaters of the Liard River flow through the southwest corner of the Yukon.

The highest mountains in Canada are to be found in the Yukon Territory, in the St. Elias range. Highest peak is Mount Logan, which towers to 19,840 feet, more than three and one-half miles above sea-level. Second highest peak is Mount St. Elias, after which the range was named, which rises to 18,008 feet.

The Yukon's famous Klondike mines are reached by a river-land trip from Skagway in Alaska. The trip is started with a 111-mile rail journey on the White Pass Railway to White Horse, and from that point a 460-mile run by river boat completes the journey.

POPULATION GAINS

Before the finding of gold in the Klondike in 1896, the country was inhabited by a few Indians, but the sensational finds of rich placer brought in a huge, turbulent population. In 1901, at the height of the gold boom, Dawson, Yukon's capital, housed 27,219 people. By 1921, only 4,157 people remained; and in 1931, the figure had risen to 1,520. The Territory is administered by the North West Territories Branch of the Dominion Department of the Interior, with policing being done by the Royal Canadian Mounted Police. One member represents the Territory in the Canadian House of Commons.

Yukon's climate is described as "rigorously continental," with a severe winter and very sunny summers. The line of perpetual snow is above the 4,000-foot mark. In the colder parts, the ground, covered with moss, is perpetually frozen to a depth of 100 or 200 feet.

CHIEF PRODUCT

Placer gold is still the chief product of the Yukon Territory; and in 1932, \$4,963,000 worth of gold was recovered. Other minerals produced include silver, copper and lead. Coal is being mined in increasing quantities, and is of high quality.

"Punch" Dickens Is Interested In Helicopters

When the present small but practical helicopter is developed into a large commercial machine with varied possibilities it will have a definite place in Canada's air picture and particularly along northern routes operated by this company. C. M. Dickens, vice-president and general manager of Canadian Pacific Air Lines, stated recently.

Announcement by Mr. Dickens that Canadian Pacific Air Lines has been closely following the developments of this newest type of air equipment and intends to operate it when available is the first indication that helicopters will be used in Canada.

Mr. Dickens said that the United States Army is already satisfied that the helicopter is a practical air transport vehicle and has many advantages especially in rescue and salvage operations. It is felt that it will be an invaluable type of equipment in mountainous or difficult country, particularly along the Arctic coast, and the company's air lines intends to add helicopters to its fleet for operations which prevail under the difficult flying conditions in Canada's northern coastal regions.

Widespread public attention is being given to the success, which the helicopter has made to date and many aviation enthusiasts foresee a big future for this type of equipment in the post-war period. In addition to its peculiar advantages for rescue operations and flying along the northern routes of Canada, it is quite possible that it will find its place in short interurban runs as an aerial taxi service.

Alberta "Treasure Chest of Empire"

Alberta, youngest and most thriving of the Canadian provinces, is not far removed from the days when she was a virgin territory, inhabited by a handful of white traders and hunters, Cree, Stony, Blackfoot and Sarcee Indian tribes, and the wild life which today still provides sport for thousands of residents and visitors yearly.

Alberta, from a trackless wilderness, has grown into a progressive agricultural province. Now, in the second stage of her growth, she is building up a properly balanced mineral organization on the basis of vast resources of natural wealth with which she is endowed.

Alberta, already the second largest producer of oil in the British Commonwealth, holds in the bituminous sands of the McMurray area the world's greatest viable supply of oil—a supply estimated to be in the neighborhood of 200

billion barrels by the United States Bureau of Mines. In addition, coal reserves are estimated at 327 billion tons.

Add to this great stores of timber, ores, clays, forest reserves, water power and agricultural lands; a vigorous climate and an equally vigorous people; and you have the makings of an inland empire second to none in the continent. Alberta has reason to be known as "The Treasure Chest of Empire."

Yachtsmen Find Lakes Attractive

Amateur yachtsmen find an outlet for their energies in practically all of Alberta's lakes during the summer season. Inboard and outboard enthusiasts, oarsmen and canoeists derive keen pleasure from cruises on the comparatively safe waters. Fishing is unusually enjoyed by all. For motor tourists who bring along powerboat, paddle or sailing

canoe, catboat or dinghy a fine holiday is assured. The windlover, especially, will enjoy himself baling with frequent shifts of fresh breezes that allow him to display his handiness with tiller and sheet. The catboat-type dinghy or catboat—one with a steady weather helm—is recommended. A broad beam not only adds to seaworthiness, but permits easy launching and beaching as well as hugging the shore in the shallow lake-side waters.

Growing in popularity is the all-purpose dinghy with cat rig, row-

locks and outboard motor. Seaworthy, roomy and a neat turn of speed in a blow, these craft are fitted eminently for a full day's outing on the lake where fishing, sunbathing and loafing are the prime considerations.

For sailing canoes, the sloop type is recommended, with sturdy leeboards to prevent drift and capsizing. The rask amateur is advised, however, not to tackle sail without previous coaching. Take along someone who knows how to

keep head to wind when a squall hits.

At most lakes the visitor will find professional boatmen with craft of all descriptions for hire by the hour, day or week.

TOO MUCH "BUN AND TEA"

LONDON.—(CP)—The "bun and cup of tea" lunch has been found to be affecting the health of thousands of British boys and girls between the ages of 14 and 18, and the Food Ministry has launched a campaign emphasizing danger of under-nourishment.

Leather Industry Shows Expansion

Northern sections of Alberta, through the large horse population are developing an industry that is taking an increasingly important role in the industrial life of this province. The leather production is increasing and is gaining an ever-increasing market.

The horse population of Alberta is 450,000 valued at \$20,250,000. There are 12 leather goods plants, including tanneries with an invested capital of \$145,000. Annual production is valued at \$10,000. The average number of employees is 50 and the annual payroll \$45,000.

WHEN IRISH WERE BRITISH

CHESTER, Eng.—(CP)—The Irishmen who neglected to register for fire watching because they thought they weren't British subjects, were each fined the equivalent of \$235. The court said people from Eire who came to Britain to work were regarded as British subjects.



Alberta's Largest Independent Bakery



BUSY with Growing Edmonton

ECB, Alberta's largest independent bakery, is proud to be GROWING WITH EDMONTON. Twenty years ago, the Edmonton City Bakery baked its first loaf of bread. Today, after years of steady growth, a fine modern bakery is turning out thousands and thousands of loaves of ECB bread.

ECB bread and cake products are baked under the most sanitary conditions. Canada's most modern baking equipment, kept scrupulously clean, is operated by master bakers. Every operation is closely supervised and only the finest of ingredients are used. The Edmonton City Bakery serves Edmonton and the Alaska Highway with BETTER bakery products.

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MADE WITH HEALTH GIVING VITAMIN "B" ENRICHED FLOUR

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Buy ECB Bread From Your Grocer—At a Saving!

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**"Blood, Tears and
Sweat"**

"I have nothing to offer but blood, toil, tears and sweat."

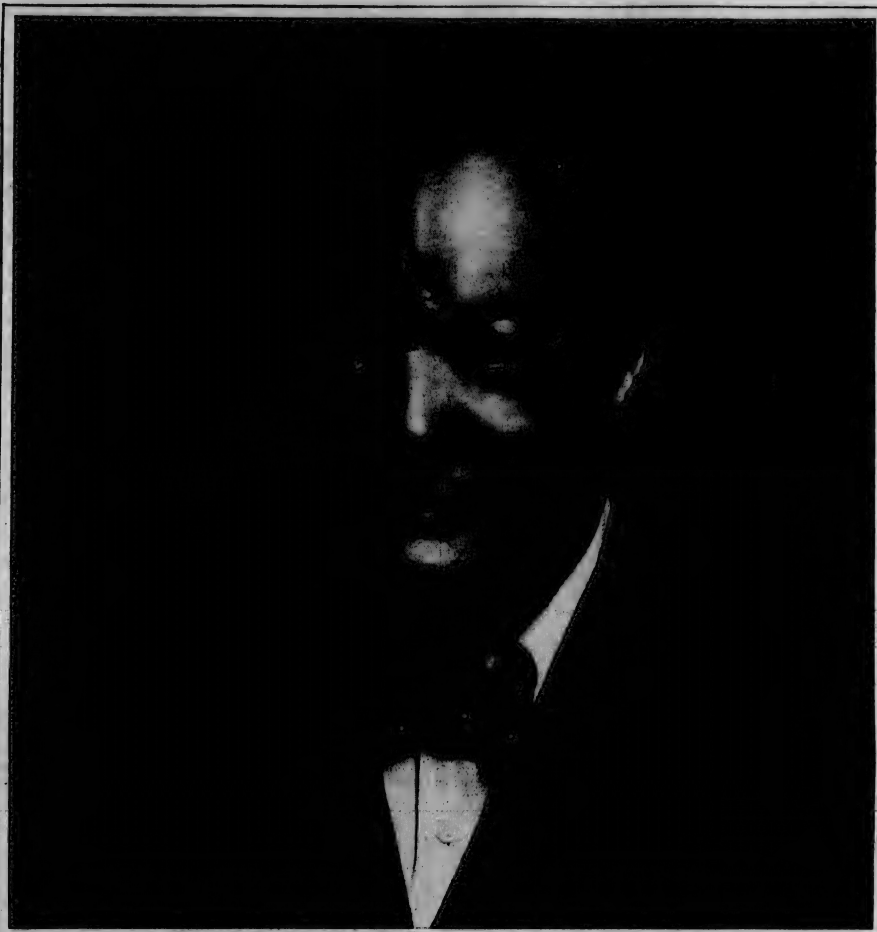
"You ask, what is our aim? I can answer in one word: Victory, victory at all costs, victory in spite of all terror, victory, however long and hard the road may be; for without victory, there is no survival."

May 13th, 1940.

**"Their Finest Hour"**

"The whole fury and might of the enemy must soon be turned on us. Hitler knows that he will have to break us in this island or lose the war... Let us therefore brace ourselves to our duties, and so bear ourselves that, if the British Empire and its Commonwealth last for a thousand years, men will still say, 'This was their finest hour.'"

June 18th, 1940.



Photograph of Mr. Churchill. Reproduced by kind permission of Canadian SBF Company Limited

**"So Many to So
Few"**

"The gratitude of every home in our Island, in our Empire, and indeed throughout the world... goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few."

August 20, 1940.

**"Burn and Bleed"**

"The dominating aim which we set before ourselves in the conference at Casablanca was to engage the enemy's forces on land, sea and air on the largest possible scale and at the earliest possible moment... We have to make the enemy burn and bleed in every way that is physically and reasonably possible."

February 11, 1943.

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**GROWING WITH EDMONTON FOR 33 YEARS AND
PLAYING A VITAL ROLE IN CANADA'S WAR EFFORT**

**THE GREAT WESTERN GARMENT CO.
LIMITED**

Canada Favored Nation as Air Power Age Begins

Official of C.P. Lines Sees Dominion Leadership In Expansion After War

By D. B. WALLACE
Assistant to the Vice-President and General Manager
Canadian Pacific Air Lines

Today, the airplane is the world's greatest single destructive weapon. Tomorrow? It will be one of the main instruments in rapid reconstruction of a war-torn world. It will carry vital supplies, not on missions of terror and obliteration, but on missions of peace and international benefit. Technicians will fly to far-off lands to give their experience where it is most needed. New trade and travel opportunities will develop quickly—probably so quickly that they will bring into being far-reaching changes in both our economic and social life.

Dominion Leads



D. B. Wallace, assistant to the vice-president of Canadian Pacific Air Lines, who contends Canada is in the best strategic position of any nation to take the leadership in post-war aviation.

HIS LUCKY CHARMS

MAIDSTONE, Kent. — (CP) — Capt. Lester Pound who never goes into battle without two lucky charms, a silk stocking belonging to his wife and one of his baby's shoes, has been awarded the Military Cross for gallantry in North Africa.

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As U.S. Engineer Corps Troops Defeated Muskeg



In building the highway to Alaska the U.S. Army Corps of Engineers encountered many obstacles, but each was overcome with speed and efficiency. The soggy muskeg of the northwest had to be crossed. A firm bottom had to be made for the road. The answer was corduroy and gravel. The above scenes show troops laying the poles atop a gravel bottom. More gravel and more poles went on top and as a result, a road that will never sag has been built over the muskeg country.

of new physical structures erected. After this year, the Canadian city or town which has not its own airport or landing strip, built close to the outskirts, will be much like a tourist camp without a trailer. Already many Canadian towns and small cities are studying plans to build economical airports immediately the war is over. Until then, due to the shortage of critical materials and labor, all that can be done is to plan.

But at the present time and so far mainly in eastern Canada, some 500 Canadian communities are beginning to realize the fact that they must have adequate airports or be left off the post-war air map, and they are doing something about it.

THEORIST long-minded studies on post-war reconstruction are a necessary adjunct. But from the planner's brain, these thoughts must be transferred to the man of action. The efforts of these communities to make themselves ready for peacetime days will help materially in the reconstruction program. They are being aided in their planning by the newly-formed Aeronautical Institute of Canada, which is ready and willing and able to give expert advice on types of airports suitable for each particular town or city.

The beginning should be small, but there should be room for expansion later. The prime objective is to get the city or town's name on the air map and build from there. The Aeronautical Institute advised starting with a single landing strip running in the direction of the prevailing wind. Accommodation for passengers is another essential. This need not be elaborate, but should be built with an eye for comfort.

These cities and towns which

are going ahead with their own airport planning are showing the typical spirit of flying. For flying, naturally, must be coupled with initiative. These communities are not calling on the government to hand them a full-grown, completely equipped airport fresh out of the park barrel. Instead, they are planning today for themselves, using local support and local funds. These towns are determined they will be provided with air services after the war. Too, by planning now, they hope to have their community in such a position that they can offer their own boys new in the Air Force a chance to earn a living in post-war air transport.

The whole question of expanding these airports into a huge network one which may dovetail in the government construction plan. Once a start is made, arrangements could undoubtedly be made to expand, using government funds on building the largest municipal airports to a larger size, depending on the support given commercial air transport.

NEED MORE FEEDERS

Few people realize that today in Canada, only about four million people are served by airlines. The remainder are off the mainline track. The answer, of course, is more and better feeder lines—using aircraft which can fly in and out of smaller fields, bring passengers and mail and air cargo to the main lines for trans-shipment east or west. Here is the answer to getting most of the remaining eight million either in the air or using air mail and express. There is another angle which must be considered. If feeder networks are established all across this country, it is not only possible but probable that these operations would entail more employment of personnel, more equipment and every larger total traffic loads than the present high traffic main lines. There will be the branch lines of the skies. They will go far toward widening the Canadian people into closer unity.

In this connection, it is interesting to note that in the United States, planes are already far advanced for feeder line service. Applications for a total of \$2,000,000 of such services are already on file, as well as mail pickup service, applications.

This may be done either by using a device which precludes the necessity of actually landing a plane, or by the use of the sensational new flying development, the helicopter.

Canadian Pacific Air Lines is prepared to use the helicopter once larger commercial types are available. For a start, they would be extremely useful for rescue work in Canada's north, as they are capable of landing straight up and down and taking off.

While expansion of training and feeder air services will mean added employment and helping after the war, it is still a fact that because of the predominant role Canada has played in the air training scheme this country will have, ready-made, so to speak, many excellent air fields and associated facilities. In this case it is logical to believe that a portion of Canada's expansion in the air will take place in the building of transport equipment rather than ground facilities. The latter in many cases will merely need to be re-equipped or reallocated.

Admittedly the substantial expansion in air travel and transport in Canada with the return of peace, it is quite clear that Canadian plane manufacturers, now producing more planes per capita than any other nation in the world, should be in an excellent position to make models available for these home markets. Already research being undertaken to develop a Canadian four-engine plane for long-range flying. Plans are also underway to have Canadian manufacturers concentrate on a number of general utility planes for use in Canada for various types of service. Some of these types, such as the famous Monomote, also should find

their will bring about a new industry of considerable proportions.

Just on the horizon, insofar as commercial aviation is concerned, is the cargo plane. While it is making a sensational record as a carrier of military cargo, it will also enter the commercial field on a cost basis. There is little doubt but that it will be successful in capturing a fair percentage of present express cargo and high cost commodities. It is a development which we can look forward to with confidence in Canada. Already, Canadian Pacific Air Lines, as the nation's primary air cargo service, moved 10,000,000 pounds last year and is studying plans for expansion of air cargo service on the basis of latest developments.

Private flying clubs will undoubtedly expand in the post-war period in Canada. They had an extremely active period in the decade prior to the war and hundreds of their graduates are today in the air force or holding responsible supervisory positions training our new airmen in elementary training schools operated by the former civilian flying clubs. The expansion of these clubs after the war will aid materially in making the nation more air-minded.

Already the air manufacturing industry is the largest single business in the United States and United Kingdom, and is one of the more war industries in Canada. How to convert its vast facilities and highly skilled personnel to peacetime flying is going to be a major problem. Perhaps an indication of what may happen is given in a speech by W. A. Patterson, president of United Air Lines, who recently stated that in the decade after the war, 80 per cent of first-

Noted Pilot



Air Commodore H. Hollick-Kenyon, operations supervisor for C.P. Air Lines at Edmonton airport, who flew with Sir Hubert Wilkins, British scientist, in a search for lost Russian fliers, attempting a Moscow to America flight a few years ago.

class passengers, 75 per cent of mail, and 50 per cent of express will move by air. But even these optimistic figures will not be the sole solution. To do this record, 5,300 planes in place of the 380 which the United States airlines had at the opening of war. While this is a substantial increase it is still true that American war plane production now turns out about 8,000 planes a month.

G. H. MacDONALD

(Formerly MacDonald & Magoon)

ARCHITECT

834 Telfer Bldg. Edmonton Ph. 25413

room in the export market, particularly to South America and China, where a great deal of air transport will be needed in opening up the outlying regions in much the same fashion as northern Canada.

PRIVATE PLANE MARKET

There should also be some market for the private plane. However, airplanes have not the same mobility as automobiles and certain caution should be exercised in referring to their every day use after the war. It is quite likely that there will be a number used by civilians particularly for sporting purposes. As one writer has said, the best market for the private plane will be in the family which now possesses two cars. After the war it is expected that the second

car will be replaced by a private plane in many cases. Other projects of a reconstruction nature in which aviation will play its part include the aerial inventory of Canada's natural resources. This is being widely discussed at the present time and it would be a means to utilize a number of planes and surplus flying personnel after the war. At the same time it would give Canada a photographic record of its untapped mineral and forest resources of great value.

Another field in which aviation is expected to be of assistance is at the opening of war. While it is conceded that all first-class mail in which there is a time-saving by being carried by plane, will move by air. This in



Every minute counts!

ENEMY PLANES on the way, flying high! The quicker our fighters take the air, the better their chance to "get on top"—and win. Every minute saved means several thousand feet more altitude—that's why our pilots move fast... Northwest Airlines make minutes count, 100—moving men and materials where they're needed quick!

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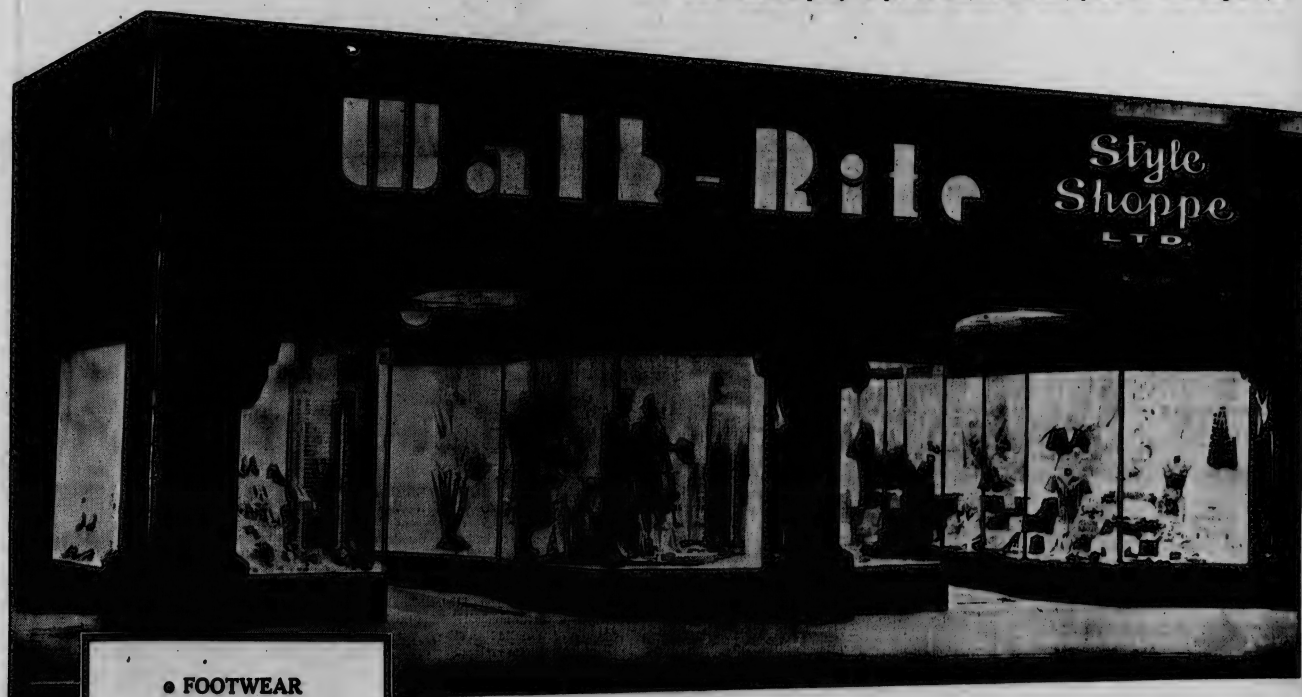


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"Discovery" of Northwest Air Passage Stirring Task

Grant McConachie Recalls Thrills of Pioneering New Road to Mandalay

By GRANT MCCONACHIE

General Manager C.P. Air Lines, Western Lines

Whenever the Alaska Highway is mentioned, we seem to get rather a warm feeling because we have a personal interest in this particular development. Quite a few years ago, before we were aware of the treaty of our Japanese neighbors, a group of young aviators, including myself, were looking for a short route to the Orient. Back in 1932, we began to look along the northern Pacific coast from Prince Rupert to Alaska, for an air route that would be quick and feasible as a new Northwest Passage. The weather in that particular spot, and even further inland, put an end to our hopes there. Then later we tried the route that is now in use. We found that in this latter choice we had avoided the fog and heavy weather conditions that were so prevalent near the coast and that we had an all-year, low-altitude route that was practical and safe as well as being very scenic.

We, perhaps, didn't realize the full military possibilities of this project but it is because of this selection of ours was the one later approved by the Joint Committee. It was out of the range of carrier-based planes and it offered a logical site for a military road as well as an air line for the rapid transportation of vital supplies. The speed with which the U.S. Army built the road is a little dazzling and our progress in laying the foundation for our "Air Bridge to Asia" may seem slow in comparison. However, it must be remembered, that we didn't have the resources at our disposal and that the going was extremely tough. We had to pay our way as we went.

FINDING THE MONEY
That meant that we had to build freight, trappers and traders, mail, machinery and men to pay for every bit of equipment that we used. Money had to be earned for the radio stations we installed along the route. We had to provide our own fields and the money to

Pioneered Northwest Passage



G. W. G. McConachie, known to all as Grant, general manager of Canadian Pacific Air Lines Western Lines, smiles broadly as he stands beside an armory, the new world that all mankind must learn of in the future. McConachie, pioneer, along with other intrepid aviators, has paved the way for airmen flying to the Yukon and Alaska, and beyond. He is one of the youngest executives in Canada, being only 34.

his game and electric lights are strung along the highway in spots that never knew other light than the stars or the northern lights. We saw these things come to pass and we were part of that growth.

LIVE ON HOPE
Repairing planes with makeshift equipment and living on hope and prayer were part of the price paid for pioneering in that route but we didn't mind because we knew we were building for the future. The men who did these things are the men who built the Northwest. Men like Ted Field, Barney Phillips, Sheldon Luck, Ralph Marshall, Jack Baker and many others are the ones to whom we owe so much. They're all still in the aviation business and although they may not be as young as they were when they first came to the north, they still have the same spirit. It gets into your blood. That country becomes your country and while you may pride in the achievements in the north may seem to be exaggerated at times, it is as natural as can be.

We saw the small communities growing up. Dawson Creek was a village of about 200 a few years ago and now it counts its population as over 10,000. Fort St. John was a crossroads stop of about 150 people and now it is between 2,000 and 10,000. Fort Nelson in 1940 had nine white people and about 75 Indian trappers, living solely on the fur trade. Now there are about 2,000 living in this busy community. Whitehorse, in the Yukon, boasted a population of about 2,000 in the summer and about 800 in the winter. Now the figure is over 12,000, winter and summer. Greyhound buses run over streets where the weary Indian stalked recently.

It seems that an airport, known as Midway, is being constructed half way between the two cities, which are 30-odd miles apart, with the hope that the airlines ultimately will be able to serve both cities through said airport. Everything was fine and dandy until the Dallas citizens discovered that the administration building is to be located on the west side of the field, favoring Ft. Worth they say.

So up to Washington came delegations from both cities and from Austin, Tex., which sponsored the project but which seems to be an innocent bystander. They eloquently placed their case before Secretary of Commerce Jesse Jones in Texas and C. A. Administrator Charles L. Stanton.

RIVAL CLAIMS
One group wants to know why the building can't be placed on the "neutral" north side of the field, adjacent to Highway 152. Another group claims that the west side is the logical side because of the runway pattern. And so on.

A CAA official claimed that the building will be actually almost exactly midway between the two cities, but that Dallas customers will be forced to ride all the way around the airport to get to it.

"Anyway, CAA has the matter under examination. The building isn't built yet and probably won't be until after the war.

So the casualties of the Battle of Midway should be light, at least for a while.

Bombings Hurt
American and British bombings are hurting German production, have probably forced it below the 1,000-month mark, experts say. But some experts are still worried concerning the whereabouts of the Luftwaffe, and consider themselves that the German air force is as weak as recent events have made it appear.

U.S. Air Force Is Now Using Canuck Plane

The U.S. Army Air Force is now receiving deliveries of UC-64 utility cargo transport type airplanes, designed and produced by Mooney Aircraft Ltd. of Montreal, Que. It is revealed by a report from the National War Services in an announcement approved by the U.S. War Department.

Basically this plane is the Nordavia Norseman which has been used for a number of years in Northern Canada in commercial transport operations but modifications and improvements have been made to adapt it for use by the AAF.

The UC-64 is a high-wing monoplane of 1,600 pounds gross weight, quickly convertible from wheels to skis and floats, and is powered with a single 150 hp Pratt and Whitney Wasp engine. It has a wing span of 31 feet, six inches, and is of composite steel tube and wood construction.

FABRIC COVERED
Fabric covering is used on all surfaces and the fuselage, except the engine section, cockpit section and the belly of the fuselage to the rear end of the cabin, which are covered with aluminum sheet. The rear part of the belly facing a molded plastic plywood.

The plane is equipped with swing-over type dual controls. In addition to the pilot's and co-pilot's seats, the cabin has removable slide-type seats for six passengers. Since in the original commercial ship the cabin was equipped with eight seats, the new arrangement leaves considerable space for military equipment and other cargo, even when passengers are carried.

The pilot's cockpit is provided with "good sized" doors on each side for convenience in loading freight and to enable the crew to get out quickly. The doors can be jettisoned instantly in an emergency.

One of the modifications made for the purpose of the AAF is the installation of additional fuel tanks.

Young Eskimo Lad Designed Striking Flag of Alaska
The flag of Alaska has eight stars on a blue background. The stars are arranged to form the Big Dipper and the north star. It was designed some years ago by a 13-year-old Eskimo, a native of Alaska. It is the officially accepted flag of the territory. The Alaska Chapter of the Boy Scouts of America presented the flag to Brig-Gen. James A. O'Connor, commander of the Northwest Service Command, at the Alaska Highway opening ceremony at Soldiers' Summit, Kluane Lake, on Nov. 20. The flag was made by the service organization.

The Klondike gold mines are reached by airplane and river boats coming down 400 miles from Whitehorse, the terminus of the White Pass and Yukon Highway, 11 miles long from Skagway, on an inlet of the Pacific.

Supplied Cargo



Professor William Rowan, University of Alberta zoologist, and his pet study, crows, launched Grant McConachie, general manager of C.P. Air Lines, Western Lines, on his career as a commercial air line pilot.

One winter day in 1932, Professor Rowan came to the Edmonton airport looking for a pilot and plane. Young McConachie stepped up to the pilot and said he was the fellow required. In an hour or two Grant was winging south in an ancient Fokker with his first crew. The cargo was a couple of crates of cawing crows. Dr. Rowan wished to have them released in southern Alberta as the wintered there.

That was one flight that McConachie could say he went "as the crow flies."

The man who suggested floating circus balloons filled with hydrogen over the cities to form a barrage found a long letter in his mail box one morning. The letter thanked him for his thoughtfulness but pointed out that it would take 47,000,000 balloons placed ten feet apart in each direction to fill one cubic mile of air.

Fancy Ideas
Mattresses stretched between ships at sea for planes to land on, a giant saw-toothed knife projecting from the sides of planes to saw enemy aircraft in two are some of the less complicated suggestions received by Experiments and Development.

Crows First Aerial Cargo For McConachie

Professor William Rowan, University of Alberta zoologist, and his pet study, crows, launched Grant McConachie, general manager of C.P. Air Lines, Western Lines, on his career as a commercial air line pilot.

One winter day in 1932, Professor Rowan came to the Edmonton airport looking for a pilot and plane. Young McConachie stepped up to the pilot and said he was the fellow required. In an hour or two Grant was winging south in an ancient Fokker with his first crew. The cargo was a couple of crates of cawing crows. Dr. Rowan wished to have them released in southern Alberta as the wintered there.

That was one flight that McConachie could say he went "as the crow flies."

The man who suggested floating circus balloons filled with hydrogen over the cities to form a barrage found a long letter in his mail box one morning. The letter thanked him for his thoughtfulness but pointed out that it would take 47,000,000 balloons placed ten feet apart in each direction to fill one cubic mile of air.

Air Enthusiast



Charles C. Becker, assistant to General Manager G. W. G. McConachie of C.P. Air Lines Western Lines, who was among the early civil aviation pioneers in Western Canada.

The Yukon valley comprises four sub-provinces, or physiographic divisions, called the "Upper Yukon," "Yukon Flats," "Hampden region," and "Lower Yukon."

THE SONG OF THE ALASKAN HIGHWAY

Along the flanks of the course I wind
Are many a valuable mineral find,
Strategic ores and oils are seen,
So vital to our war machine.
Those trucks and guns, tanks and men,
Can follow through my deepest den
Across the top of the world and so,
"Straight to the heart" at Tokyo.
And after all this grief and strife,
When men return to a peaceful life,
Along the ribbon of my way
Will come those pioneers who may
Make for themselves a farm and home,
Or find rich ore as the hills they roam,
Or build where some mountain lake
A place where war-torn souls may
Take
Their leisure in the Land of God.

THE
CONSOLIDATED MINING & SMELTING CO. OF CANADA LTD.
TRAIL, B.C.



We've Marched With "The North" Since "The North" Was Young

Since the early days of the Century when the waterways of "The North" were the highways to fortune and adventure, Burns' products have been an essential part of the diets of those who ventured beyond the frontiers of civilizations. Many a hardy sough of "The Old North" considered his grub-pack complete only when it contained slabs of Burns' famous smoked bacon. The bacon of "The Old North" has given place to vitamins for the new. Paddies have been replaced by propellers. And to meet the changing conditions and the changing needs Burns & Co. Limited now supplies "The North" with a complete line of fresh vegetables, fruits, dairy products and meats, as well as a wide variety of smoked and cured meats and Burns' Canned Meat Products.

CIRCLE: Our Cold Storage and Wholesale Branch at Yellowknife, N.W.T.
LEFT: Our modern meat-packing plant at Edmonton. Others are located at Calgary, Vancouver, Prince Albert, Regina and Winnipeg.



Since 35 years ago Burns' branches were opened at Whitehorse and Mayo in the Yukon to serve the outposts and trappers of that colorful era.

In 1938 the Company opened branches and cold storage plants at Yellowknife and Goldfields in the Northwest Territories to serve the men who were developing the great mineral deposits on and beyond the Arctic Circle.

Burns & Co. Limited serve "The North" from Alaska to Hudson Bay through plants and branches located at Whitehorse, Mayo, Yellowknife, Edmonton, Prince Albert and Winnipeg.

BURNS & CO. LIMITED
"The Pioneer meat Packers of the Canadian West"

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Each case of deafness is not different from all others. Hearing loss is now known to fall into definite hearing loss patterns. Write for free booklet about these latest Government findings and how you can get your family or friends helped. If deafness is diagnosed, write for booklet.

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I need a copy of the FREE booklet on the U.S. Government's latest findings on deafness.
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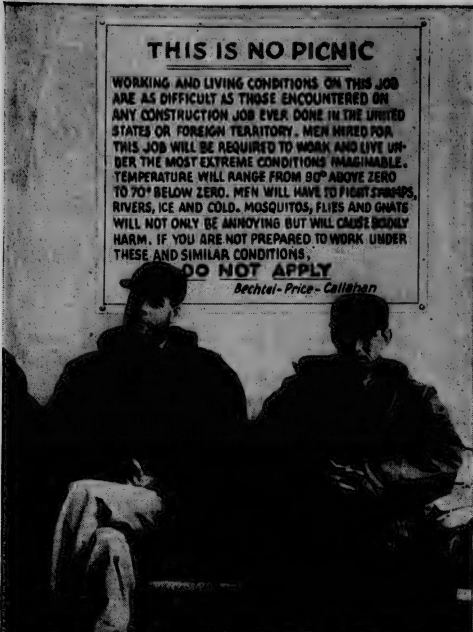
218 Tegier Building
EDMONTON ALBERTA

United Nations' Soldiers and Canadian and American Civilians Keep 'Em Rolling on the "Road to Tokyo"—Alaska Highway

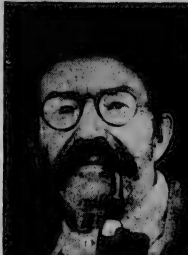
THIS IS NO PICNIC

WORKING AND LIVING CONDITIONS ON THIS JOB ARE AS DIFFICULT AS THOSE ENCOUNTERED ON ANY CONSTRUCTION JOB EVER DONE IN THE UNITED STATES OR FOREIGN TERRITORY. MEN HIRED FOR THIS JOB WILL BE REQUIRED TO WORK AND LIVE UNDER THE MOST EXTREME CONDITIONS IMAGINABLE. TEMPERATURE WILL RANGE FROM 80° ABOVE ZERO TO 70° BELOW ZERO. MEN WILL HAVE TO FIGHT SPRINGS, RIVERS, ICE AND COLD. MOSQUITOS, FLIES AND GNATS WILL NOT ONLY BE ANNOYING BUT WILL CAUSE SERIOUS HARM. IF YOU ARE NOT PREPARED TO WORK UNDER THESE AND SIMILAR CONDITIONS, DO NOT APPLY.

Bechtel-Price-Callahan



Eight months after work was begun, the Alaska Highway through Canada to Alaska is now open for traffic. Two Texans shown here waiting for jobs appear to be unconcerned about the "extreme conditions" described in the warning on wall.

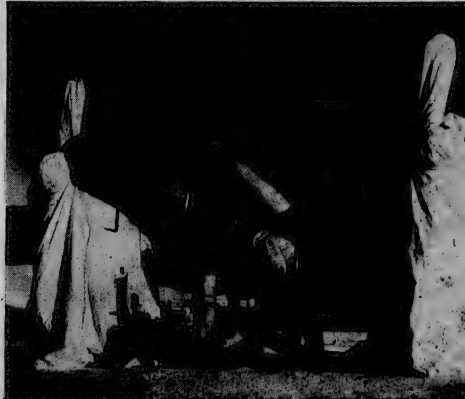


Day and night truck convoys roll over 1600 miles of road with supplies for airports and bases. Upper photo shows supply column wheeling into refueling base. Below L. to R.—Louis Jacquot, wise

in ways of north helped build highway; Corp. W. J. Ashbey, of U.S. Army goes to work on "cat" with giant spanner; Robert McCarroll and U.S. Army driver sport different models of Yukon fashions.



Regulation U.S. Army sleeping bag makes a snug bed for this negro trooper tired out after a day's work in cold and snow of northern part of the Alaska road.



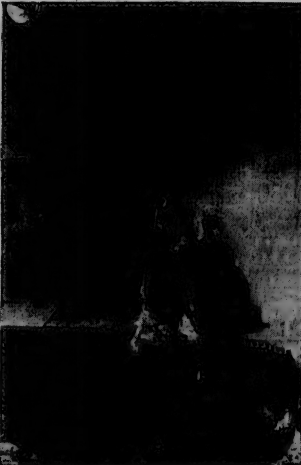
At one of fine series of Canadian-built airfields along Alaska highway tarpaulins cover the twin engines of a transport plane as hot air is pumped up to them before the take-off. Flying conditions are complicated by sub-zero weather.



Two U.S. Army sergeants concentrate on their nightly game of cribbage after a day on the vital road through the wilderness. Two cans on the table hold beer, the first these soldiers have seen after long weeks in the lonely north.



The severe cold and heavy snow of Northern Canada forced modern engineers to use huskies to transport many goods from station to station. Dogs ready to mush are shown above. Below plane lands on Canadian-built airport strip.

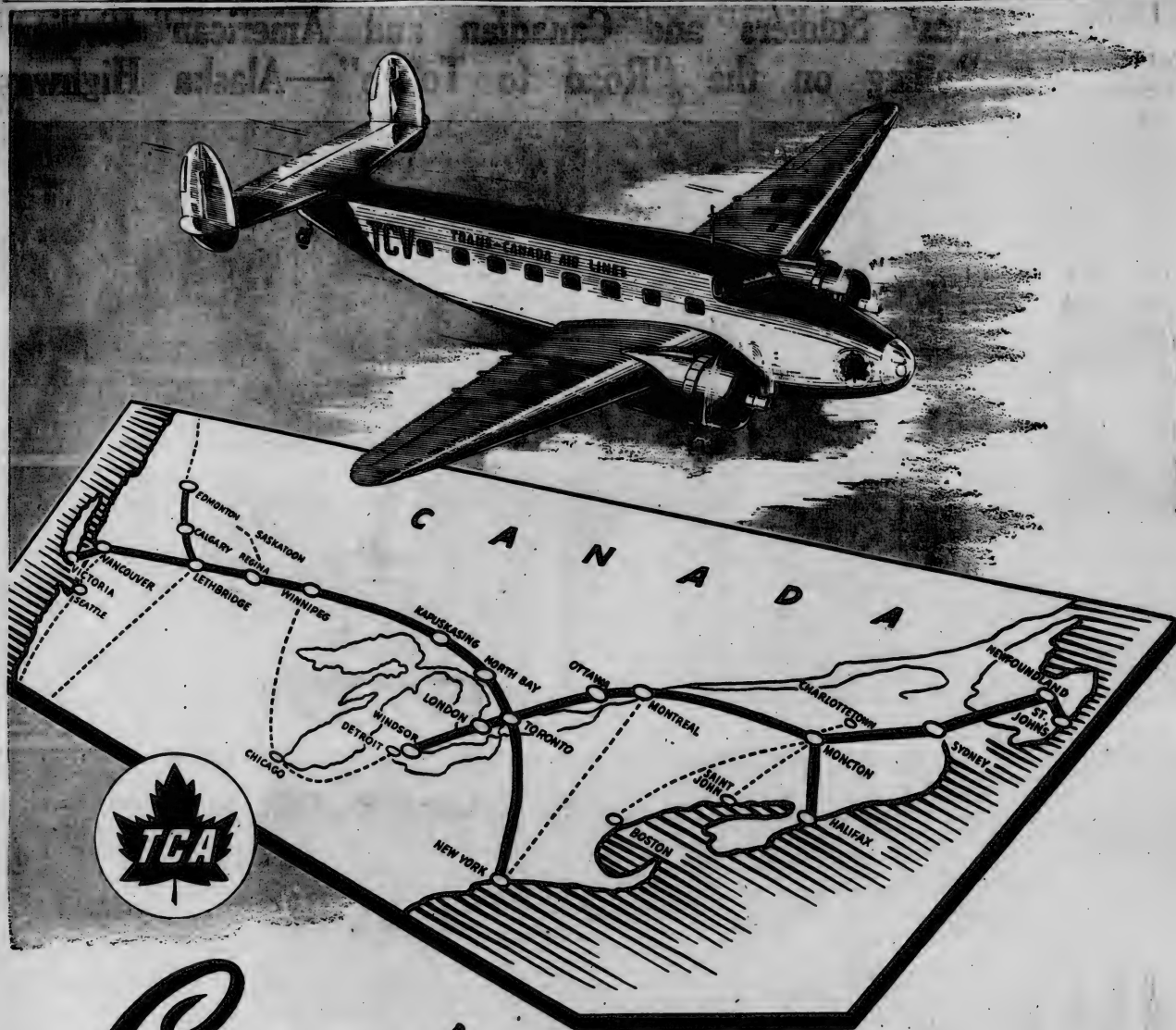


Giant bulldozers like the one above were used on the Alaska highway to knock down trees to form a bed over the spongy muskeg of the northern bush country.



Anti-tank manoeuvres in the snow-laden bush along the Alaska highway are a matter of routine to the tough, trained soldiers who patrol our Arctic front line defence. Here men await the signal to fire their light artillery piece.

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Montreal - Ottawa - Toronto
Toronto - London - Windsor (Detroit)
Halifax - Moncton - Montreal
Lethbridge - Calgary - Edmonton

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Moncton - Sydney - Newfoundland

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Spanning the continent twice each day—T.C.A. has overcome the barriers of distance—shrunk the vast expanse of the Nation—until the shores of the Atlantic are but a day's distance from the shores of the Pacific. It speeds the men, materials and mails essential to Victory—104,446 passengers, 2,309,000 pounds of air mail and 363,000 pounds of air express in 1942.

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Trans-Canada Air Lines Answers New Need for Speed

President H. J. Symington Describes Swift Growth Of National Air System

By H. J. SYMINGTON, K.C.
President Trans-Canada Air Lines

Little more than three quarters of a century old, as a nation united and federated, the Dominion of Canada is one of the youngest countries of the world. It has a history extending over 400 years, but it was not until 1867, when Confederation wove the separate strands into one great fabric, that Canada, as the world knows it today, came into existence. In years, in vision and achievement, it belongs essentially to the modern era.

Veteran Airman



Capt. Vic Horner, war veteran and pioneer civil flyer, who was prominent during the early days of aviation in and around Edmonton. Highlight of Horner's flying career was a mercy flight with Capt. W. R. "Wop" May, O.B.E., D.F.C., to Fort Vermilion, with serum during a threatened epidemic.

Forest Resources Valuable Asset

Including the vast northern section of the province, Alberta has a forest area of 130,653 square miles. Included in this area is saw material, pulpwood, cordwood and other types of wood.

The total forest resources include 20,000,000,000 cubic feet with accessible forest resources aggregating 25,000,000,000 acres.

There are in Alberta 600 permanent sawmills and 300 portable sawmills.

The capital invested in sawmills is \$10,000,000 and annual lumber production is 275,000,000 board feet, valued at \$4,500,000. The average number of employees is 5,500 a year with an annual payroll of \$2,000,000.

TCA President



H. J. Symington, K.C., president of Trans-Canada Air Lines, who tells the story of the company's amazing growth in an article written specially for The Edmonton Bulletin.

city, the Trans-Canada Air Lines was created, by Act of Parliament in April, 1927. Its stocks were held by the Canadian National Railways, which furnished it, for the sake of convenience and economy, with several essential services.

EARLY ORGANIZATION

The first two years were devoted to organization, to training personnel and establishing ground facilities, with a limited service provided to the public, including daily flights between Vancouver and Seattle, which were discontinued

by arrangement with the United States when T.C.A. began flying to New York in 1931. In the spring of 1939, aircraft, on regular schedules, began carrying passengers, air mail and express between Montreal and Vancouver and between Lethbridge, Calgary and Edmonton. The line was extended east to Moncton in November.

In 1940, Trans-Canada opened service between Toronto, London and Windsor, with connections for Chicago, a second daily flight went into effect across the continent, and schedules were increased between Montreal, Ottawa and Toronto.

In 1941, transcontinental service was extended to Halifax and from Toronto to New York; and in 1942, Sydney, N.S., and St. John's Newfoundland, were added. Extension to Victoria, B.C., has been approved by the Board of Transport Commissioners.

During this period, the T.C.A. erected hangars at Winnipeg, Lethbridge, Toronto, Montreal and Moncton and built, at Winnipeg, one of the most modern engineering and maintenance shops on the continent.

Beginning with a route 122 miles long, the T.C.A. lengthened to 4,827 miles. At the end of 1942, its 24 Lockheed twin-en-

gined aircraft were flying 22,270 miles a day, or more than eight and a quarter million miles a year. Two round trips are made daily between Halifax and Vancouver; two between Moncton, Sydney and Newfoundland; three between Halifax and Moncton; and two between Lethbridge, Calgary and Edmonton.

The growth of traffic gives some indication of the value of the air line to the people of Canada. In five years, air mail amounted to more than five and a half million pounds; air express to nearly 700,000 pounds; and passengers totalled 288,255. Growing from 367,734 pounds in 1938 to 2,306,812 pounds in 1942, air mail increased more than six times. Express volume multiplied nearly 80 times, from 7,808 pounds in 1938 to 362,327 pounds in 1942. Passengers numbered 2,086 in 1938 and 106,256 in 1942, another increase of nearly 50 times.

NATIONAL SERVICE

In its short life-time, Trans-Canada Air Lines has become in the fullest sense the Dominion national air service. Before the war, T.C.A. had accelerated the tempo of Canadian business and social life. Days of travel were reduced to hours, the far-flung communities scattered across more than 3,000 miles became near-door neighbors. Essential in the life of the nation in a world moving more and more quickly, the air line became vital when Canada entered the war. Ministers of state and other government officials, executives, technicians, key men in war production and in the naval, military and air services, were able to go from place to place with the speed that the urgency of their missions de-

manded. Plans, specifications, instructions and other important documents flew across the country. With air express a matter of daily routine, production in the war plants need never lag waiting for the shipment of parts.

GAVE VALUABLE AID

Engaged in essential war duty as a swift messenger, the T.C.A. has at the same time given many of its staff to the armed forces, as pilots and observers, radio technicians, engineers and members of other services. The air line is also engaged in direct war activities.

Historic Roads Cross



Above is shown the intersection of two famous roads. The storied Dawson Trail, which herds of maddened gold-seekers travelled in 1896, crosses the modern Alaska Highway, just north of Whitehorse in the Yukon. Just a few miles away is Lake La Barge, where Sam Magee was said to have been cremated. Standing with his ancient, lopsided in the above picture is Sam Smith, veteran northern river pilot, famed as the modern bard of the Yukon.

Alaska crews have assisted in the training of air force personnel and have ferried military aircraft. Night crews were assigned to supplement the flight crews of the British Overseas Airways Corporation in trans-Atlantic crossings and supervisory officers of the company have participated. Radio coverage, dispatch and station service is furnished for the operations of the R.C.A.F. Communications Squadron. T.C.A. engineering and flight staffs have assisted the National Research Council and the R.C.A.F. in aeronautical research. Working 24 hours a day,

the T.C.A. shops at Winnipeg overhaul and repair thousands of instruments for the Royal Air Force, the R.C.A.F. and the R.O.A.C. and the Commonwealth Air Training Plan. For the Department of Munitions and Supply, Trans-Canada operates an engine and propeller plant adjacent to the company's main shop at Winnipeg. Here T.C.A. skilled workers overhaul military aircraft, engines, propellers and accessories. The facilities of the company at airports in various parts of Canada are extensively used for the servicing of military aircraft. At Montreal airport, a T.C.A. mechanical staff overhauls overseas air transports.

HUGE EXPANSION

To handle the additional war duties it assumed, the shops of Trans-Canada Air Lines were expanded 40 per cent and many of the new employees are women. Women now make up more than 30 per cent of the air line's personnel and their activities include those of agents, chauffeurs, cargo handlers, radio operators, stock-keepers and workers in the shops.

Behind the speed Trans-Canada has put into the affairs of the nation is accuracy, integrated, balanced, smooth-running organization, responsible and scrupulously trained personnel, in the air and on the ground, modern equipment, tried and found worthy, maintained at the highest pitch of efficiency.

All the way across Canada, at every hour of the day and night, the men and women, the methods and the machines of Trans-Canada Air Lines are busy serving the nation.

The T.C.A. has plans for a shorter route across the continent, crossing the Great Lakes to Winnipeg

Air-Minded



Alderman Fred Mitchell, veteran Edmonton resident, who was one of the directors of the Yukon-Southern Air Services Ltd., a company that pioneered commercial aviation between Edmonton and the Yukon.

and thence to points of call in Western Canada and the Yukon territory. Such extensions must wait until after the war, but in the meantime the company is making research into oceanic and international flying. On the Great Circle, offering the shortest route, with stable weather, Canada occupies an important position in the future of world aviation and the destiny of Canada's national air line is manifest.



Northward "WESTWARD" THE COURSE OF EMPIRE TAKES ITS WAY"

World traffic makes a detour with the opening of the Alaska highway. A new chapter in the history of world commerce is initiated. A vast domain takes on life and activity. New homes will be built for families who will develop its virgin resources. New towns and cities will rise up and flourish. And, as traffic goes, as Canada grows, so grows the circulation of The Star Weekly. In its first year of publication, "Canada's Illustrated Weekly" . . . The Star Weekly . . . founded in 1910, attained a circulation of 20,000. Today, more than 700,000 homes throughout Canada get The Star Weekly every week . . . more than twice as many as get any other Canadian publication. When you travel the Alaska highway The Star Weekly will come to you there . . . a publication of world scope . . . produced in Canada . . . for all Canada.



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Alaska Highway Monument to Neighborly Co-Operation

Head of Canadian Legion Sees Canada, U.S. Ordained To Forever Work Together

By ALEX. WALKER

Of Calgary, Dominion President of the Canadian Legion, B.E.S.L. Apart from its vital strategic importance in a war that has assumed global proportions, the great Alaska Highway project will remain for generations to come an outstanding monument to neighborly co-operation. It exemplifies in a permanent, visible form the spirit of mutual friendship, mutual trust and mutual willingness to share the price of freedom which so fortunately exists between the Dominion of Canada and the United States of America.

In a world divided by currents of hate and mistrust, it is a grand and precious thing that two countries, destined by Providence to be neighbors, can live side by side in peace and understanding as we and our American friends have done for more than a century. Consciously or unconsciously all of us, Canadians and Americans, appreciate that there is between us a community of thought, ideal and purpose by which it is ordained that we shall forever walk together, work together, and fight together.

In that spirit the Alaska Highway was conceived and built; in that spirit it will be used by the armed forces of both our nations until the war comes to a final conclusion with the defeat of Japan; and in that same spirit it will be used by the common people of Canada and the United States when victory is achieved, and the social and commercial possibilities of the road are available to all.

LAUDS APPOINTMENT

As Dominion president of the Canadian Legion it is particularly gratifying to me that an old friend and Legion stalwart, Brigadier W. W. Foster, D.S.O., our immediate past Dominion president, has been appointed special commissioner for defence projects in northwest Canada. As such, he will, according to the prime minister's statement in the House of Commons, exercise general supervision over all military developments in the area served by the Alaska Highway on be-

than Brigadier Foster, with his long, successful experience as a soldier, engineer and public administrator, and his love of the great outdoors, especially the mountains.

PLEASING COMRADESHIP

Another thing about the Alaska Highway project, which has been very pleasing to myself and members of the Legion is the opportunity it has afforded Canadian veterans of the First Great War of joining hands with the soldiers of the United States who have come here in connection with the construction and maintenance of the road. Wherever there is a Legion branch in the area, our members have established comradely connections with the American troops and have extended to them the hospitality of their halls and homes. Last month the Edmonton branch of the Legion invited them to their anniversary celebration of the Battle of Vimy which, on April 9, 1917, was won by the first Canadian Corps under General Byng. It was an inspiring event at which the old and young soldiers of both nations paid tribute together to the memory of the young men of Canada who made the supreme sacrifice for freedom's sake on that far-off battlefield in France a quarter of a century ago. I think Group Captain R. W. Smith of the R.C.A.F. expressed the feelings of all the fighting men of Canada and the United States when he said on that occasion:

"Today, the Yanks and the Canucks are together again. They are carrying the same three colors—the red, white and blue—to bring everlasting peace. They are striving to the world that the 3,500 miles of frontier without wire, fence or fortress between our two countries is no life gesture."

He might well have added that the Alaska Highway is an idle gesture, either.

Disastrous Fire Delays Operations

The disastrous fire at the Abasand plant at McMurray in the winter of 1941-42 caused serious delay in the important development work that was being carried out by this plant. It was not until the summer of 1942 that the plant had just completed construction, and the production of crude oil was in operation.

Praises Highway



Alex. Walker, Calgary, Dominion president of the Canadian Legion, B.E.S.L., who sees in the great Alaska Highway a symbol of the permanent unity of purpose existing between Canada and the United States.

half of the Canadian government and from his new headquarters in Edmonton he will maintain close and continuous cooperation with all agencies of the United States government in the territory. It would have been difficult to have found a man better qualified for this highly responsible post.

Powerful Machines Claw Through Virgin Forests



Construction of the great Alaska Highway was another triumph of modern North American technology. The latest in power road-building equipment shattered the centuries-old stillness of the northland, as U.S. Army Engineer troops smashed through the 1,500-mile highway to Alaska. Above is seen one of the road machines at work in the timbered fastnesses of Northwestern Canada. So much machinery was used in the great project that tree-cutting, road-grading and leveling-off, became almost a simultaneous operation.

Cattle Population Is Valuable Asset

Livestock and poultry form one of the basic industries of Alberta. The cattle population of the province totals 1,438,000 with a value of \$246,720,000. Other leading branches, with population and value are: sheep and lambs \$67,800 valued at \$7,194,000; swine 1,852,000 valued at \$24,172,000; poultry 8,704,200 valued at \$6,554,000.

There are 12 packing plants in the province with an invested capital of \$10,000,000 and annual production valued at \$30,000,000. The average number of employees in the plants is 2,200 with an annual payroll of \$3,000,000.

Much Coal Found Northern Alberta

In 1932, several coal claims were staked on the west side of Great Bear Lake. The seam outcrops in bluffs along the lake shore at intervals for one and one-half miles, and is associated with sand and clay. This coal ranks in chemical and physical character with Saskatchewan and Ontario lignites. In two places, these lignite beds have been found to be 15 feet thick. Outcrops also occur on the south side of Great Bear Lake, on the west bank of the Mackenzie near Norman, and on Peel channel near Alkali.

National Parks

Along the eastern border of Jasper National Park lies one of the finest big game hunting districts on the continent. All game in the national parks is protected and many animals become so tame they may be posed easily for pictures, especially deer, elk, mountain sheep, goats and bear. However visitors are warned that wild animals should never be fed. Never permit a bear to come within reach.

Salmon fishing ranks first among Alaskan industries today.

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'BLUE WILLOW' PRODUCTS

Supplying Food Stuff to the Great North and the Alaska Highway

Bright Future Is Envisioned This Province

A pioneer in the automobile business in Alberta, A. L. Burrows, proprietor of the Burrows Motors Ltd., sees a wonderful future for Edmonton as an airport in world routes.

"There is a bright future for Edmonton in air transport," predicted Mr. Burrows who, as a man who foresaw in the earliest days the huge development of automobile transportation, is well-qualified to predict the future development in air transportation in Edmonton.

Mr. Burrows has been in the province since 1913 when he came here from London, Ont. He first settled in Hanna and Vulcan and came to Edmonton in 1926.

He has the distinction of being the first rural dealer in Alberta to buy a Chevrolet car in the district in which he first settled on coming to Alberta.

Forecasting the tremendous development of the automobile industry even in those early days, Mr. Burrows was one of the earliest men to go into the automobile business in the province.

The business which he started when settling in Edmonton in December, 1926, grew from an annual turnover of \$100,000 a year to approximately \$1,000,000. The location of the business is today, in the same place but the capacity of the building was doubled in 1936.

Speaking of Dodge trucks which have been sold for so many years by his firm Mr. Burrows stated that in travelling over the Alaska Highway the Dodge truck has shown that it can really "take it." A Dodge truck was one of the first to travel over the new highway and to into Fairbanks. The drivers of the trucks, and they are the ones who should know, says Mr. Burrows, are really pleased with the performance of the trucks.

There are, he explained, hundreds of Dodge trucks now in use over the highway. Cars sold by the firm of Burrows Motors Ltd., are the DeSoto and Dodge automobiles and Dodge trucks.

New Motor Drive Proves Attractive

The drive over the new motor road from Lake Louise to Jasper, under the very claws of the Crowfoot Glacier, past Bow Lake, down the Mataya Valley to the North Saskatchewan River and up the valley to the North Fork to the Columbia Ice Fields and the Athabasca Glacier, down the Banff Valley to the 'Athabasca and Fairchild rivers and then through the enchanting shores of placid Lac Beauport is positively an experience of a lifetime. This highway has opened for the first time to the motorist about 160 miles of the most magnificent mountain scenery which grounds are conveniently in control.

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Since 1906, Henry, Graham and Reid has progressed with the growth of Edmonton and kept pace with the latest in home furnishings. The friendliness that was an important part of the founding of this establishment is an essential part of the firm today. Folks are dealing with Henry, Graham and Reid... where **QUALITY FURNITURE** and home furnishings in the smartest and most distinctive styles are presented... ALWAYS!

Proud to be Part of
Edmonton and the North



Henry Graham and Reid



BRITISH COLUMBIA

"CANADA'S BULWARK ON THE PACIFIC"

FRONTING the Pacific Ocean for 700 miles lies **BRITISH COLUMBIA**, third largest and most spectacular of all the Provinces.

A Scenic Wonderland, an Industrial Empire, it is unique in its impressive grandeur, in its wealth of Timber, Minerals, Water-power, Fish, and Fruitful Soil, and in the infinite diversity of its activities.

The finest Softwood Stand in the British Empire supports a huge Logging and Lumbering Industry. Richly mineralized in every part, Mining is a paramount interest. Agriculture flourishes in all its branches. Commercial Fishing gives employment to many thousands.

As a producer of Manufactured Goods, British Columbia is third in importance among the Provinces. Its products range from the heaviest machinery, to the tiniest part, from structural timber to processed foods, from ships to shoes and shingles.

From the very outbreak of hostilities, its whole industrial organization has been geared to the War Effort. Every mill and mine, every farm and factory, has been working day and night soaring above the peaks of other years in a well co-ordinated drive for essential Production, **PRODUCTION**, and **MORE PRODUCTION**.

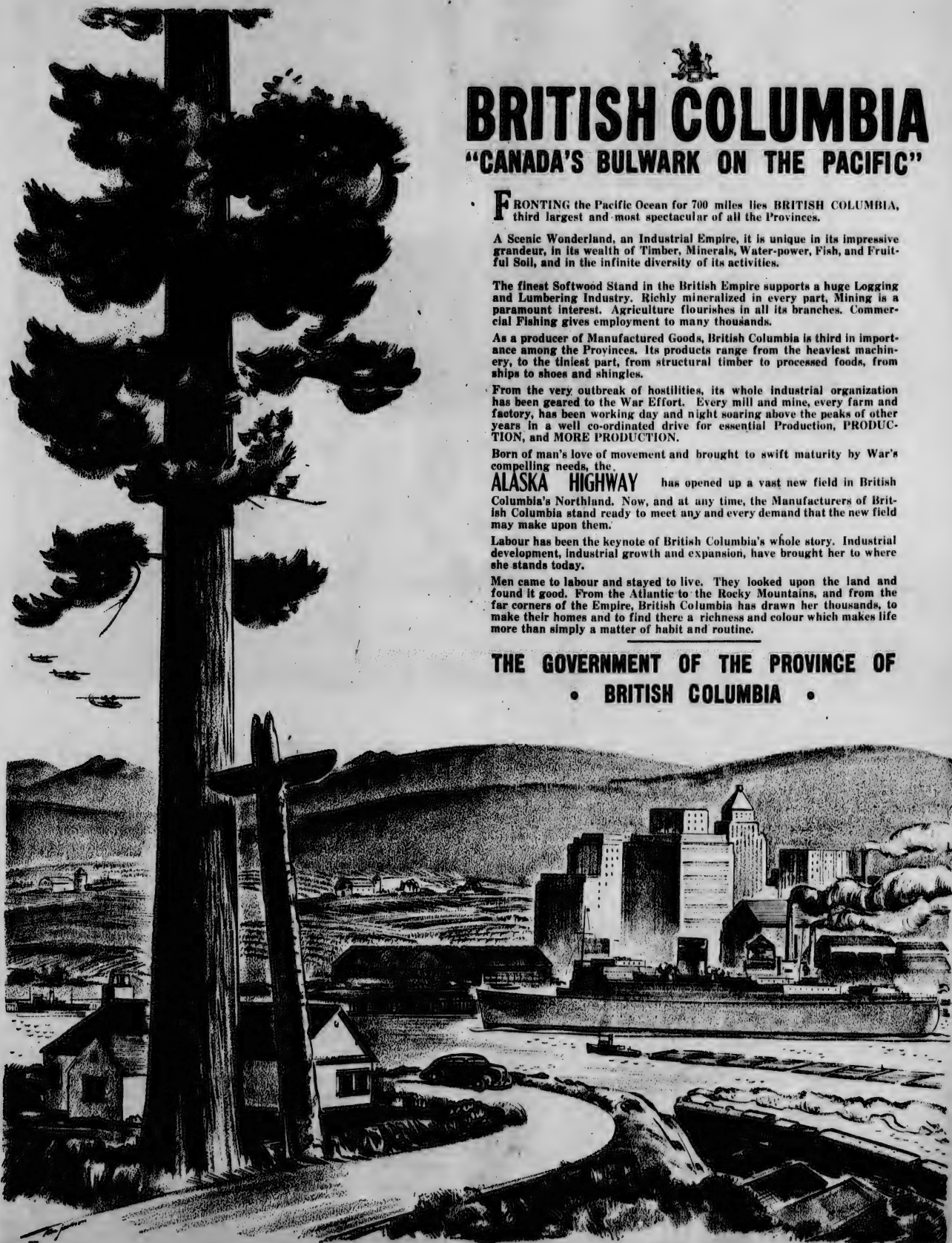
Born of man's love of movement and brought to swift maturity by War's compelling needs, the

ALASKA HIGHWAY has opened up a vast new field in British Columbia's Northland. Now, and at any time, the Manufacturers of British Columbia stand ready to meet any and every demand that the new field may make upon them.

Labour has been the keynote of British Columbia's whole story. Industrial development, industrial growth and expansion, have brought her to where she stands today.

Men came to labour and stayed to live. They looked upon the land and found it good. From the Atlantic to the Rocky Mountains, and from the far corners of the Empire, British Columbia has drawn her thousands, to make their homes and to find there a richness and colour which makes life more than simply a matter of habit and routine.

**THE GOVERNMENT OF THE PROVINCE OF
• BRITISH COLUMBIA •**



Northland Teems With Rich Historical Associations.

First Explorations Made By European Navigators In Seventeenth Century

By STAN WILLIAMS
Edmonton Bulletin Staff Writer

It is generally believed that the western portion of the North West Territories was first reached by Europeans early in the 17th century. In 1611, Henry Hudson had discovered Hudson Bay, and it was believed at that time that this large inland sea was the long-sought "North West Passage."

North Planner



Charles H. Grant, K.C., Edmonton barrister, who is a member of the Pacific Northwest Planning Board, that is set up to study development of the Yukon, Northern B.C., Alberta, and Alaska.

Dinosaur Means Terrible Lizard

The name "dinosaur" means "terrible lizard"—and terrible indeed must have been these strange denizens of ancient Alberta when they held sway. Growing to 30 and 40 feet long and as high, they were of many varieties—some horned, some armoured, some amphibious, some vegetarian, some carnivorous. They lived and moved in a tropical land for at that time the Rockies were not yet formed and hot winds blew in from the Pacific, amid strange swamps and jungles.

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Why suffer from sore, aching feet and blisters when a NIGHTLY MASSAGE with soothing, healing Zam-Buk will give you perfect foot comfort?

Zam-Buk cleans, soothes, relieves itching, stings, rashes, burns and every other foot trouble.

USE ZAM-BUK NIGHT

Public Relations



Captain Freeman C. Bishop, public relations officer at headquarters of the Northwest Service Command, Whitehorse. Capt. Bishop was a newspaper writer before joining the U.S. Army. He last worked with the News-Journal Co., publishers of a morning and evening daily paper at Wilmington, Delaware.

Peace as far as the location of the town of Peace River. The Nahlini were in the mountainous region from the Upper Laird River, north to about the 64th parallel.

The Kutchin Indians were to be found in the basin of the Yukon and in the basin of the Peel, down to its junction with the Mackenzie. A subdivision of this tribe, occupying the eastern tribal areas, was known as the Loucheux in the early days.

Sir John Franklin was the next explorer to penetrate the north, and his earlier expeditions are generally overlooked because of his later ill-fated search for the North West Passage.

PARTY GOES WEST

On his first land exploration in 1819, Franklin was accompanied by Sir John Richardson, Sir George Back, and Lt. R. Hood. The party worked west from York Factory on Hudson Bay to Fort Chipewyan, on Lake Athabasca, and thence to the Coppermine River, which flows into Great Slave Lake, the party continued until winter quarters were established on Winter Lake. This was the beginning of Fort Enterprise.

In July, 1821, the mouth of the Coppermine was reached by the party, which then travelled east along the Arctic coast to a point on the north side of Axel Heiberg, which was named "Turnagain."

A serious shortage of provisions made Franklin decide to take a short cut from Hood River back to Fort Enterprise.

Sir John Franklin made a second expedition in 1825, and on this trip made two journeys down the Mackenzie to its mouth, the second trip being made in 1828.

LAST VOYAGE

Franklin's last voyage, still a search for the North West Passage, was commenced on May 19, 1845, when he set sail from Britain with two ships, the Erebus and Terror. Nothing more was heard of the ill-fated expedition until years later, when the finding of documents established "Franklin had died on June 11, 1847, and the remainder of the crew of the two vessels had left their ships in an effort to escape overland to some northern outpost of the Hudson's Bay Company.

The only other clues to the disappearance of the expedition were the appearance of the members of this expedition were the half-breeds, the stories of Eskimos, who said they had seen white men trekking south, some dying in their tracks. Toward the end of the first half of the 19th Century, the emphasis on expeditions swung over from searches for the North West Passage to searches for the new fur trading territory.

The two pioneer companies, Hudson's Bay Company and the North West Company, were quick to take advantage of the discovery of the early explorers, and soon had flourishing trading posts scattered through the area, particularly along the Mackenzie River.

PIONEER COMPANIES

The Hudson's Bay Company was granted its charter in May, 1600, and under the terms of the charter became virtual rulers of the vast area described vaguely as "Rupert's Land." Under a deed of surrender

signed in 1682, the company gave up rights granted in the original charter. The next step came in June, 1870, when an Imperial Order-in-Council transferred Rupert's Land and the North West Territories to the Dominion of Canada.

APPOINT GOVERNOR

In 1870, under provision of the North West Territories Act, a resident lieutenant-governor was appointed, and provision was made for a council of five, which was to be replaced in time by a legislative assembly of 21 elected members.

First seat of this government was at Battleford, although the first meeting was on March 8, 1877, at Livingston, near the present town of Swan River. Owing to rapid settlement of the westward expansion of the Canadian Pacific Railway, the seat of government was moved in 1882 to Regina.

The boundaries of Manitoba were considerably enlarged in 1881. Following this, in 1882, the Districts of Assiniboia, Saskatchewan, Alberta and Athabasca were created. Those of Ungava, Franklin, Mackenzie and Yukon followed in 1883. Following this, the Yukon was made a separate territory in 1898.

DEMAND ARRIVES

Then at the beginning of the present century, a demand arose for full provincial autonomy in the areas now comprising Alberta and Saskatchewan. The people's provinces were accordingly created by Dominion Act in 1905, the 66th parallel of latitude forming the northern boundary of both provinces.

Thus from a huge northern section of British North America were the prairie provinces of Canada formed. Today, over trackless areas where hardy fur-traders once probed the wilderness, where naviga-

tors searched for the North West Passage to fabulous Cathay, where Sir John Franklin and others have died, roars the giant aircraft, flitting shadows that cross in minutes mountains and valleys it once took months to traverse.

Canoe Trips

While ample opportunity for canoeing is offered by the many lake waters of Alberta, the experienced river man will find thrill and enjoyment in abundant travelling the great rivers of the west. Care must be exercised, however, in choosing a route. Novices are not advised to attempt hazardous river trips without a guide. Fortunately guides are to be found at all the jumping-off spots. And far from being monotonous, a canoe trip in Alberta will be found to offer a wide variety of experiences, with sufficient portage to ensure a change of exercise.

Good Hunting Alberta Lure

Alberta is 255,000 square miles in area. Open prairie in the south merging into the foothills and mountains of the west, a central parkland area and the wooded north foster a variety of terrain which fosters a similar variety of small and wild game.

Each year hunting in Alberta becomes more popular as word of the thrilling sport to be found here spreads throughout the world. Our National parks and game preserves provide ample breeding grounds, and the overflow from these inviolate sanctuaries ensure a continuous supply in the open territory. Buffalo still roam in their native wild state in famed Wood Buffalo park in the north. They, however, must not be molested.

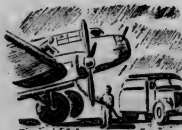


To Speed the Day

It will take all the qualities we can muster to bring complete success to our arms... brilliant strategy and heroic deeds on the fighting front, skilled planning and persistent toil in field and factory, useful work and patient waiting in the home.

On the industrial front, one of the most vital yet unspectacular ingredients of victory is high-proof alcohol. Upon this indispensable product depend our planes and trucks for their shatterproof windshields, our vehicles for their synthetic rubber tires, our shells and bombs for their high explosives, our field hospitals for their medicines and drugs—these and a formidable list of other war-time necessities depend upon high-proof alcohol.

Our entire plant is given over to the production of alcohol for war. We are proud thus to be doing our part to hasten the day when "he" comes marching home again, to gratify the dearest wish of those he has left behind.



RUBBER

Synthetic rubber is used on planes and trucks, and in many other war materials need alcohol in its production.



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North to the Orient Is Slogan of New Aerial Age

Earth Changes in Form, Thinking Revolutionized Declares TCA Chieftain

By O. T. LARSON
Vice-President, Trans-Canada Air Lines

Even before the war, aviation was working tremendous changes in the world. As aircraft became larger and more powerful, able to take greater distances in their stride and to carry heavier loads, as aids to navigation were improved, the earth shrank, time was put under subjection and domestic economies were transformed by a faster pace; oceans were spanned, and mankind began to formulate a new conception of the world.

The process of change was accelerated by the war. With fronts in almost every part of the world, shorter routes and speedier methods of travel began to obseque human thinking. The earth took on a different aspect. Mercator's projection was outmoded almost overnight. From the point of view of air travel—the quickest and most direct way to go from one place to another—it was seen to be a misrepresentation, and new maps began to make their appearance. The one which has done most to revolutionize our thinking is the North Polar Azimuthal Equidistant.

Tells of Change

For many years, India and Japan were known as the "Far East." This was from the point of view of the old ocean routes of Europe. Actually, from Canada and the United States, they were west. But today, they are north. If you look at the air map based on the pole, you will see that the Soviet Union, Japan, China, India, Singapore, lie to the north. And from the United States, Mexico and South America, the direct way to these countries is across Canada. Thus Canada becomes of strategic importance in the air world of tomorrow.

The war has lasted nearly four years, but it is not yet over. It has made deeper broadens than the last. It is more widespread, and in many respects, it is only beginning. How long it will last, we cannot tell, but what it is for our purpose is that it has changed the world. We cannot be diverted; we must stay straight course to our objective. At the same time, tomorrow is being left to take care of itself. Reconstruction and rehabilitation are being seriously studied; even now, in the midst of the struggle, the Beveridge Report is only one of many which have been prepared in Great Britain; in Canada, we have the March report; and the United States has its plans; all looking to social well-being after the war.

The same is true of aviation. Governments and air lines and aircraft manufacturers are looking forward to the air world of the future. Policy is being formulated, routes are being laid down. Much of this is true, must be speculative; certainly, definite plans must be left in abeyance until after the war is won and the nations sit down to talk in peace to discuss one of the most important of post-war international relations, the air routes and services of the world.

Alberta Real

Fish Paradise

"Walden Paradox." Thus has Alberta been described by a disciple of the philosophical "compleat angler." And it may be said in all truth that old Isaac's experiences would have been far from "compleat" had he known of and never visited Alberta's thrilling haunts of trout, grayling and other fighting fish.

The best fishing is found in the mountain streams of the Rockies and the rolling foothills, and in the semi-wild and forest areas of the north country. Alberta's lakes provide jackfish (ice-water muskellunge), perch and pickerel; in the plains and hilly areas, while the national parks, the foothills and the wide fishing country provide trout fishing.

You must observe the conservation rules. No game books, nor more than three books on a line, may be used for trout, grayling or Rocky Mountain whitefish. Trapping on snaring of fish, using fish net, liberating live minnows in foreign waters are prohibited.

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R.C.A.F. Sentries Guard Highway



Like a pair of falcons ready to swoop on any enemy that may approach, two R.C.A.F. sentries are on guard somewhere along the famed Alaska Highway. To the air force of Canada is entrusted the task of guarding the vital air fields along the route to Alaska, that lie in Canadian territory. At left, with rifle, is Capt. Nick Williams, Sgt. Leo Bourasse is at the right.

Beautiful Country

Rich Peace River Valley

First Explored in 1779:

Abounds in Resources

Like most of the vast country north of Edmonton to the Arctic, the Peace River valley is still little more than a legend to the average Albertan. We have perhaps been willing to let it remain so, since the possibility of reaching it by road has seemed too remote, and only a few daring adventurers have had recourse to the old river travel systems of the voyageurs.

Yet the Peace River area is one of the oldest known parts of the province. It is thought that Peter Pond reached the Peace as early as 1778, and Mackenzie reports white traders there in 1791.

HOW FAMOUS
Its agricultural potentialities have long since become a byword through the successes of Herman Trellis' wheat and grain exhibits at the Chicago World's Fair. What is perhaps not known in this connection is that the earliest butter-making records in the province are from this northern area, and are those of the traders at Dunvegan, 40 miles southwest of Peace River Crossing. They date from 1840.

"It is interesting also to note that a sample of wheat from the other end of the lower valley was awarded the bronze medal at the Philadelphia Centennial Exposition in 1876, while wheat from the Shattuck settlement, south of the Crossing, won the first prize at the Chicago World's Fair in 1893.

VERMILION FARM
One of the most notable features in the development of agriculture in the lower valley, is Sheridan Lawrence, whose well-ordered farm, begun in 1879, now covers some 300 acres of rich prairie just above Fort Vermilion. Every fortnight during the past season, the two river transports, loaded anywhere from 20 to 100 head of hogs and cattle, from this farm and others between LaGrange and Fort Vermilion, and something over two carloads of farm machinery were carried down to the district in the course of the summer.

This winter the projection of a road north from Peace River Crossing, west of the river valley, across the muskeg to Hay River and the Mackenzie, has brought the lower Peace within future reach of both the tourist and the settler.

The future for farm settlement seems well assured by virtue of the rich soil, good growing seasons and wide prairie along the valley. The swift waters of "The Mighty Peace" which drop from an altitude of 2,000 feet in the mountain pass, to some 600 feet below Vermilion Chute, promise sufficient electric

power wherever they may be harnessed, and the valley itself and the great hinterland running 1,000 miles north of the Alberta boundary, are rich in game, fur and mineral resources.

The North Nahanni river, to which the road may eventually lead, has for many years been a favorite haunt of the select few, who, before the war, made their excursions thither in search of big game. It is also a place of strange beauty. Philip Goddard has well described it as a "Devil's playground of snow-crowned peaks, and aboriginal canyons." The turbulent stream rushes down over jagged piles and rock and through steep hills that are now covered with dark pine, and now are white and barren in the long-dwelling.

One hundred miles above where the South Nahanni enters the Liard river, in an area that also may be served by the new road, the Virginia Falls break with a thunderous echo 400 feet down over the rocks.

Returning south along the new route, one may pass within earshot of Alexandra Falls, which cover the whole quarter mile width of the Hay river with a waterfall over 1,000 feet in depth. They have been likened to a little Niagara.

From Hay river to some 50 miles northwest of Fort Vermilion, there are great patches of muskeg, often the base of the Yellowknife transport which pioneered this route in 1930. South of Fort Vermilion, the new road crossed the Battle River valley, and works down into the Peace River settlements at Grimshaw.

BEAUTIFUL VALLEY
The Peace River valley itself is very beautiful. Just below the Crossing, the river winds its way among heavily wooded islands and under great sandstone cliffs that rise like primitive bastions sheer out of the water. Then the valley will slopes up more gradually 300 feet to the fertile tractor-worked farms.

Some 15 years ago, several oil

wells were drilled below the Crossing. One can see what is left of them on either side of the river. They present an eerie sight in day time, shooting their white fountains of sulphur and water high into the air, rising like phantoms above the trees, only in some fall out of sight again. At night they can be seen like beacons far down the valley, columns of flame and lakes of fire casting a red glow on to the trees behind them.

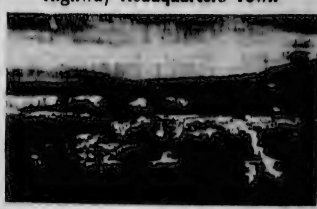
Following the river route north, the long plateau slopes down till above Little Red River the main stream of the Peace is nearly a mile wide, and not 50 feet below the level bush land and prairie. Going south from Peace River Crossing, the river passes old Fort Vaux, Mackenzie's 1792 winter quarters, at the junction of the Smoky. Then the plateau rises above the valley until the river enters the mountain gorges at Hudson's Hope about 20 miles up. Four years ago, a first chapter in the great saga of path finding

was written when the Yellowknife transport cut a winter trail through the bush west of the Peace, and over the muskeg to Hay river. It was a route to carry supplies for Yellowknife. Last year army engineers projected a road over nearly the same route. It was well to that in the near future there will motor over the same route and tap its great resources of health and beauty.

Wonderland

Nowhere is the world so large as a mountain wilderness accessible to motorists as in Alberta. More than 200 miles of modern highway thread the passes of the majestic national parks, hundreds of square miles of which have never been charred and are inaccessible except to climbers or those who seek out the hidden wonders with the aid of sure-footed, stockaded little mountain ponies, bred in Canada and trained by hand experience as trail wisdom and docility.

Highway Headquarters Town



The town of Whitehorse, beautifully situated in the valley of the winding Liard river, 110 miles east of Skagway, Alaska, is the nerve center of the great Alaska Highway. It is at Whitehorse that Brig-Gen. J. A. O'Connor, commanding officer of the Northwest Service Command, has his headquarters. A boom town in the days of the Yukon gold rush of 1896, Whitehorse is again experiencing a rush.

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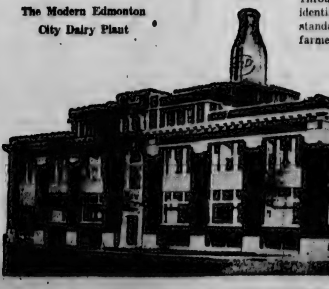
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43 West Hastings St. Vancouver, Can.

Fun Provided For Soldiers By Red Cross

By BOB SMITH,
Recreation Supervisor, American Red Cross

Life on the Alaska Highway is rugged. Much has been published describing the miraculous construction of the road under almost impossible conditions. All of this is true. No honors too high can be given to the soldiers who pushed it through. But there is some time for fun. Not much but a little. The Red Cross, there as elsewhere, is doing all it can to make life a bit more like home for the soldier.

A typical American Red Cross club is that at Dawson Creek. With the consent and help of the Army, a wooden building, 130 ft. long and 20 ft. wide was constructed. Modern furniture was brought in and a reading and writing room furnished complete with books, magazines, paper and envelopes, and a radio. In the other wing of the building a stage was built and benches were made to furnish a "Little Theatre". Table tennis, dart games, checkers, chess and other popular games were made available.

Without question the most popular activity sponsored by the Red Cross was the weekly dance for the soldiers. Music was furnished at first by a "juke box" and later by a very good orchestra composed of soldiers on the post.

THE RESCUE SQUAD

The shortage of girls was a serious drawback at first but an enterprising Red Cross girl solved the problem by organizing a Volunteer Cadette Corps to furnish partners for the soldiers at all dances. Members of the Corps came from nearby towns and from the offices of civilian construction companies. In addition to attending the dances the girls serve doughnuts and coffee in the snack bar which is open every day.

Recent addition of a craft room with woodworking equipment and an addition to the reading lounge, increases the facilities for recreation in the club.

GOOD SUBSTITUTES

At posts further north where there are no girls, the activities for recreation are naturally limited. As a substitute for feminine pulchritude the soldiers stationed there are able to view some of the most beautiful scenery and the most gorgeous skies in the world.

As at all other Red Cross stations an experienced man is available to help any and all soldiers with welfare problems. Problems range from the loaning of money for emergencies to the securing of information regarding the health of a family back home.

In order to better service the many soldiers "Up North" who have been too busy working to have time for recreation the Red Cross has on the way many new recreation workers with the emphasis placed on photogenic females. Maybe soon we'll be able to help bring a dance up to the bush section. We hope so.

Mountain Roads Full of Beauty On Whole Route

Every curve and turn on the modern highway between Banff and Jasper brings into view a different vista of mountain magnificence. You will want to stop, get out of your car, linger at each scenic viewpoint, take pictures and listen to the waterfalls, the birds and the wind in the trees. You will want to travel leisurely, letting no detail of nature escape your notice. Along the lower-strewn roadside you may see all manner of denizens of the forest, from the frisky little chipmunk and the chattering squirrel to the mighty moose, the grovelling mountain goat, the timid fallow deer or the dignified bighorn. The children will find a paradise of living wonders. The city dweller will enjoy its crisp, fresh, invigorating quietude, and country folk will love the complete novelty of seemingly utter wilderness combined with incomparable composition of peaks and valley, ice and waterfall, forest and lake and camp.

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Girls Release Men at Kenn's Garage for Armed Forces



Here is the pictorial story of one of the few Canadian shops where girls have been taken in and trained to do actual motor repair work and re-conditioning a fuel pump. In the upper left is Laurine Warren of the electrical department in the act of repairing a glass door in an automobile. In the upper right is May Summers in the truck parts department, providing spare parts for a customer. In the lower right is Phyllis Hobbins, a timekeeper and city buyer, dispatching the garage service truck on an urgent call. It took about two months to train these girls in their duties. The method followed was to have an experienced man instruct them and supervise their work closely until they were able to complete it themselves. None of the girls had had garage training before. R. M. Montague, managing director of Kenn's Service Garage has stated that he is entirely satisfied with the new department in service station service.

Girls Valuable As War Relief Kenn's Garage

At Kenn's Service Garage, which was incorporated in 1922 and has operated under the present management since 1929, when the entire staff numbered only nine, six girls have been added to the staff to release some of the staff of 53 for duty with the armed forces.

The following reproduced from Motor Magazine for April, tells the story in detail. "The mechanic manpower problem is a tough nut to crack. Skilled men have long since been at a premium. A good many shops have had to stand by and watch crack men leave, and have known the futility of trying to obtain adequate replacements."

Sure, it is a tough problem, for most shops. But leave it to a Westerner to grab the bull by the horns and tackle the problem boldly, and successfully! In a good many shops girls have made good pump saleswomen, clerks, car jockeys—but Kenn's Service Garage, a Chrysler-Plymouth-Fargo distributor, in Edmonton, is one of the first in Canada to put women to work on motor repair jobs.

TWO REPAIR GIRLS What makes it newsworthy and instructive—and it should be suggestive of ideas to many firms—is the work done by the two repair girls, the Misses May Summers and Laurine Warren. If they have been taught to do repair work, why can't others in Canada? R. M. Montague, Kenn's Garage managing director, said "The time involved up to date is greater than for a man doing the same work. After the girls have had more experience we have no doubt that this situation will change. The quality of work is just as high. The girls, of course, are working under the direct supervision of our regular experienced mechanics."

Law and order in the Yukon Territory are enforced by members of the Royal Canadian Mounted Police.

Special Tanks Increase Range Fighter Plane

Four drops, 19 ft. long and 27 in. in diameter at their widest point, are being produced by Lockheed Aircraft at a rate of one every four and a half minutes. They are streamlined, laminar flow drop tanks which enable American aircraft to fly deep into enemy country. Though without a tank on their drafting boards, Lockheed was in production in 90 days.

When the urgent request was for a tank that would cost less, use no critical material and be adaptable to a high rate of production, an aluminum tank was being manufactured. The first 2,000 of these tanks had cost \$975 each. The new tank made from 200 lb. body steel, 204 inch thick walls for less than \$100.

Each tank, 80 pounds in weight when empty, weighs 1,000 lb. when full of gasoline. Lockheed reports that two of these tanks approximately double the normal range of the normal Lockheed Lightning reducing its very high speed by only four per cent.

Lockheed does an assembly job on these which uses a conveyor line 43 ft. long. Some clever spot, roll and seam welding equipment makes the speed of production possible. The layout consists of an overhead conveyor from which the cradles are suspended and the complete assembly conveyor holding 28 cradles. The welding and assembly

Drink Their Coffee "Neat"



The old-fashioned prospector is not seen so often in the far north since modern dredges and other mining equipment, operated by large companies, moved in. But at Whitehorse, and other towns along the Alaska Highway, you can still spot the odd scoundrel of the old school. Red "licker" appears to be "out" now, because the above picture shows a couple of bearded boys just in from some remote creeks, enjoying a couple of cups of java. The modern Yukon miner likes pretty water-sweet and juke boxes.

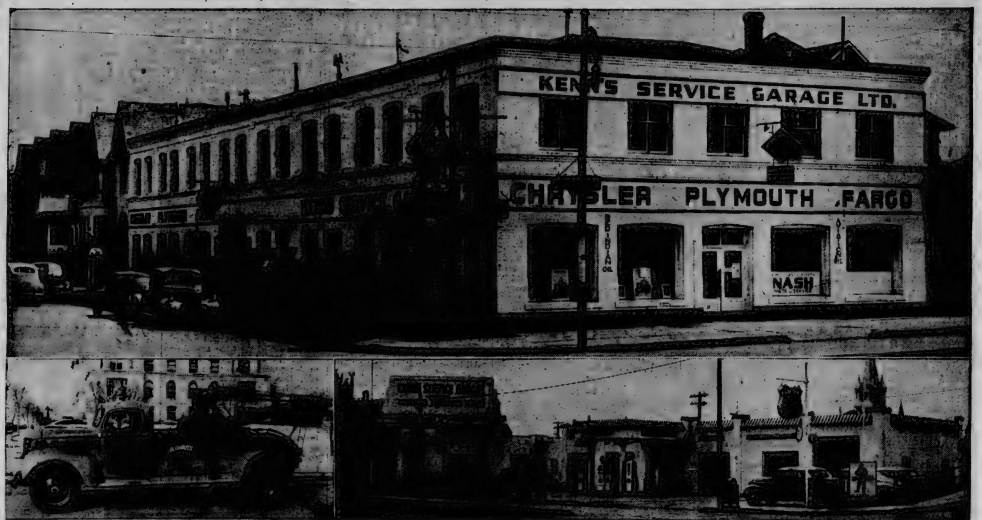
equipment are located at various stations along the conveyor line in the sequence in which the operations are performed.

The tank leaves the first conveyor line to enter a stashing booth where the inside is completely coated with a special stenciled primer as protection against corrosion, and then it is placed on the second conveyor which carries it through the various processing stations and finally to the platform beside the freighter where it is placed in a pre-fabricated crate for shipment.

Twenty in One

"Twenty Swisslands in one" is clearly descriptive of the Canadian Rockies, accessible to the motorist at Waterton, Banff and Jasper. Majestic peaks, capped by gleaming canopies of perpetual ice in lustrous hues of aquamarine and white, rise to dizzy heights with awe-inspiring splendor.

ping. Before matings left and right hand shells alternate on the assembly conveyor.



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- CHECK COOLING SYSTEM
- CHECK and ROTATE TIRES
- CHECK ELECTRICAL SYSTEM
- WASH and SIMONIZE

New Edmonton Is Born in Desperation of Total War

Greater City in Making As Geography, Strategy Force Amazing Growth

By REG. T. ROSE

Executive-Secretary Edmonton Chamber of Commerce
Few of her own citizens, who have made their homes here for years, have fully realized that a new Edmonton is being born. The birth pangs of the new Edmonton are the travail and furiously desperate activity of total war. Edmonton's streets swarm with strange new faces. The rumble and clatter of the world's most wonderful, modern machinery, fills the air from morning to night and even through the night, as new construction goes ahead at a furious pace.

For Edmonton is one of the main bases on North America's life line to the northwest. It is the first main line stop on the road to Tokyo. Tomorrow that same road will become the great peaceful highway to the riches of the east. It will be the road for which the first Columbus searched and failed to find, the Northwest passage to India.

THE NEW COLUMBUS

The first Columbus found America instead. Now the second Columbus is completing what the first sought. This second Columbus is not of the old world, but of North America itself. But he is still the fearless adventurer, the dauntless explorer. He has learned new skills and sciences. Even as the first Columbus had the courage to test the daring, and heretically new theory, that the earth is a sphere, the second Columbus of America, knows that the maps of even 10 years ago are incorrect. The new Columbus is discovering in a new dimension, the great unlimited dimension of the air ocean.

AMAZING GROWTH

Here are some facts and figures of this new growth:
In 1941 Edmonton had some 52,000 persons resident, with some 22,000 homes providing about 103,000 rooms. It had some 1,700 hotel rooms in registered hotels. These were filled to less than 70 per cent capacity. In addition, accommodation in private rooming houses, institutions like Y.M.C.A. and Y.W.C.A. was easily secured. A definition of a crowded place was those having less than one room per person.
In less than two years the situation has changed, due to developments centering around the building of the Alaska Highway and other northern projects. At the

Describes Growth



Reg. T. Rose, executive secretary of the Edmonton Chamber of Commerce, who tells of the amazing changes now taking place in Edmonton, in an article on this page.

present it is estimated that nearly 2,800 people are accommodated in the 1,700 hotel rooms each night. In addition, all the private rooming houses, Y.M.C.A. and Y.W.C.A. have increased, in some cases doubled their capacity and are always occupied.
The Accommodation Bureau operated by the Chamber of Commerce, in co-operation with the city commissioners, broadcast through the press and radio, an appeal for the opening up of spare rooms in homes, securing more than 2,500 of these. Nearly all of these have been filled, with the exception of about 300, some of which have not yet been utilized, due to distance from the centre of the city, lack of

To the Yukon in Six Hours



The far north no longer exists. Luxurious planes carry passengers with speed and safety in the remote parts of the northwest between lunch and dinner. Above is a scene at the Edmonton airport as passengers board the daily plane for the Yukon and Alaska.

Enjoy Holidays Even in Wartime

Holiday time again—a time to get into new places, let the mind relax from worry and strain and the body enjoy the great outdoors amid magnificent scenery far away from the confines of kitchen, office, school or workshop. So take it easy. Enjoy this holiday.
If you want to rest and dream and bask in the mild warmth of the sun, take your pick of scores of Alberta's resort hotels, bungalows and camping grounds where you can be thoroughly comfortable and just do what you want to do. Or perhaps you would like to pretend, as you did in childhood, that you are an intrepid explorer seeking adventure, discovering new valleys, mountains, lakes and streams. Go West. In either case, take the Alberta Cruise.
Take it easy as you travel or hike through the breath-taking beauties of the world's largest national park areas in the intoxicating air of the Canadian Rockies or the refreshing breezes of the prairie lake districts.
You can enjoy to the full all the pleasures of living during your Alberta Cruise. So take it easy. Make up your mind to enjoy every moment of your holiday in Alberta.
Edmonton have been routed to other points since it is almost impossible to secure accommodation not only for general meetings but for those who come into the city.
The human eye cannot distinguish an error of less than 10 seconds of an arc.

FIGURES THAT TALK

The figures submitted by the Edmonton Chamber of Commerce in support of additional quotas of goods for the Edmonton area are as follows:
Ration books issued — 112,000 (includes Beverly and West Jasper).
Persons in rooms not issued ration books estimated — 2,000
In registered hotels — 2,500
In rooming houses, etc. — 1,000
Transient U.S. employees — 1,000
U.S. employers from U.S. — provided accommodation — 3,000
Armed forces U.S., R.C.A.F., Can. Army and Navy — 9,750
Total — 131,250
The accommodation problem is now so serious that many conventions normally scheduled for Ed-

Pioneers GROWING With EDMONTON SINCE

1915

28 Years of Watchmaking and

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Featuring Famous Watches

- ROLEX
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HOURS: 9:30 a.m. to 5:30 p.m.
CLOSED ALL DAY WEDNESDAY



BERT KNOWLES

HERBERT KNOWLES

Back in 1915—and from that day on we have been concerned, not only with today, but with the future. For more than 18 years we have kept abreast of the needs of Edmonton and the great northland; have handled the best products and given the best service possible, and have been over alert to changing conditions in this fast growing city.

We are indeed grateful to our patrons—we hope to continue these friendships—in pale many new ones—to continue to grow with Edmonton—"The City With a Future".

BERT KNOWLES

JEWELER

PHONE 21457

CONGRATULATIONS TO THE BUILDERS OF THE ALASKA HIGHWAY

Edmonton "WORLD 'AIR CENTER'"

PREPARES the WAY PRESENT and FUTURE

Edmonton has one of the biggest airports and most modern in the Dominion of Canada. Daily service is now maintained to Edmonton by the major airlines of Canada and the U.S.

Through Edmonton passes 22,000,000 bushels of grain from Northern Alberta and \$8,000,000 worth of livestock was handled in 1942 by the Edmonton Stockyards.

Edmonton's new building construction for 1942 exceeded \$3,600,000. More than 800 new homes will be constructed here this year.

Edmonton is the gateway to the rich mineral fields, the extensive oil development, the fur and fishing trade and the world famous Alaska Highway.

Today Edmonton faces a huge post-war development expansion. It is taking all necessary steps to take advantage of its opportunities.

City of Edmonton

J. W. FRY,
Mayor.J. H. HODGSON, R. J. GIBBS,
Commissioners.

NEW AIRPORT ADMINISTRATION BUILDING

"Edmonton will be one of the most important cities in the world from the standpoint of air travel and air transport, linking the Americas with Asia and Europe by the Northern Route."
—St. Hon. Malcolm MacDonald

"Edmonton as a cross-roads in world air routes of post-war years has a wonderful future. This will be the distributing centre for all Northern activities."
—Sir Hubert Wilkins.

Edmonton OWNS and OPERATES ITS OWN UTILITIES!

- STREET RAILWAY
- TELEPHONE
- ELECTRIC LIGHT
- WATER
- POWER

And Boasts the Most Modern
Equipment in the West

GROWING WITH EDMONTON . . . HELPING EDMONTON GROW



FAITH In the Future of Edmonton SINCE 1915

The F. W. Woolworth Company, Ltd., started in Edmonton with a small store back in 1915 . . . 28 long years ago. Woolworth's pioneered the "five and ten" store idea in this city and the citizens showed their appreciation by giving us evergrowing patronage. It is a Woolworth policy to give customers the best values obtainable at the lowest possible prices. In order to continue this policy and to properly serve a steadily increasing patronage, Woolworth's Edmonton store was greatly enlarged in 1941 to its present proportions. Today . . . we take pride in our fine modern store . . . built by customer satisfaction.

AN APPRECIATION . . .

We take this opportunity to express our sincere appreciation and thanks to the people of growing Edmonton and district for their patronage throughout the years. We are proud to be growing with you.

F. W. Woolworth Co.

101st STREET, EDMONTON

LIMITED



Dorothy Thompson

WRITES 3 TIMES WEEKLY
FOR THE BULLETIN

Harold L. Weir

EDMONTON'S OWN COLUMNIST
WRITES FOR THE BULLETIN

Eleanor Roosevelt

WRITES "MY DAY" FOR
BULLETIN READERS

Your Baby and Mine

COMPLETE BABY CARE ARTICLES
APPEAR EVERY DAY

READ "OUT OUR WAY" EVERY DAY IN THE BULLETIN



THE MURDER OF THE HILLANDIA AIRPORT GUARD IS STILL A MYSTERY. NOT A SINGLE CLUE HAS BEEN UNCOVERED RELATING TO THE DISAPPEARANCE OF GRACE LORE AND SHEILA WING. JENNY ALMOST DESPERATE, HAS A PLAN OF USING HER OLD RIVAL FLYER, SPINNER MARTIN.

IF YOU'RE REALLY REFORMED AND ARE SINCERE IN WANTING TO HELP THE WAR EFFORT, I MIGHT USE YOU, SPINNER.

NOW YOU'RE SHOWING SIGNS OF HUMAN INTELLIGENCE BABY! YOU KNOW OLD SPINNER MARTIN.

I'LL SAY I DO--AND HOW! AND I DON'T SUPPOSE YOU'LL EVER CHANGE-- BUT--LOOK!

I'VE GOT TO KEEP 'EM FLYING, SPINNER!

CARGO GLIDER STUFF, HUH? RIGHT UP MY ALLEY!

I COULDA TOLD YOU GAL PILOTS WOULD MESS UP THE DETAIL ON THE HEAVY STUFF! WAIT! I GET AT 'EM!

HANG ONTO YOUR HATS, YOU TAME DORSEY! SPINNER MARTIN'S TAKING YOU TO TOWN--WASH!

IN HIS MIND'S EYE!

JUST A MINUTE, SPINNER! HAVE YOU FORGOTTEN YOU'VE LOST YOUR FLYING TICKET? I DON'T PLAN TO USE YOU AS A PILOT.

HUH? YOU DON'T WHAT?

I'M HIRING YOU AS AN AIRPORT GUARD--I REMEMBER THAT YOU'RE AN EXPERT PISTOL SHOT!

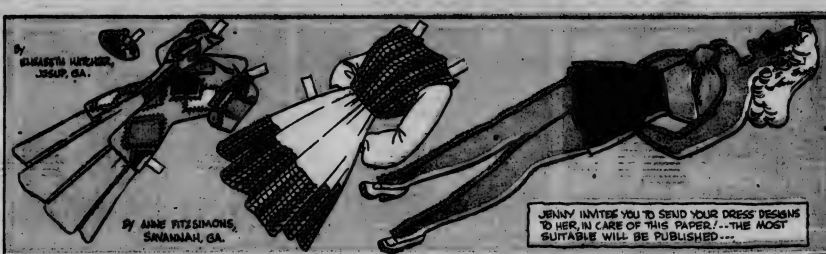
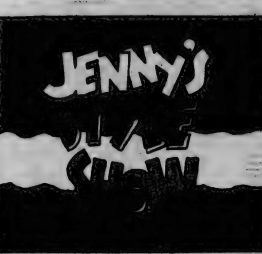
HAH, JENNY NA-OH! YOU CAN'T DO THAT TO ME, IT AIN'T HUMAN! IT AIN'T RIGHT!

BUT AS DUSK SETTLES OVER HILLANDIA--

COME ON, YUH SLANT-EYED PANTY-WAISTS! LEAVE SEE YUH TRY TO STOP ONE OF THEM PLANES, I CARE YUH!

CAN JENNY DEPEND ON SPINNER, WHO HAS SERVED TIME FOR SABBATAGE?

WE'LL KNOW SOON!



OUT OUR WAY

The Willets

By Williams

ALL WE ARE HAVING TONIGHT IS SOME POTATO SALAD AND WEENIES--WILLIS WENT CAMPING WITH SOME OF THE BOYS AND TOOK RATIONS FOR THREE DAYS!

ONLY WEENIES AND SALAD, EH? HOW ABOUT EATING OUT? GOT ANY MONEY?

NO--WILLIS NEEDED SOME AND IT RAN ME SHORT.

OH, MOTHER, WHERE'S MY FLASHLIGHT? I WANT TO GO OUT AND FIX A TIRE.

WILLIS TOOK IT WITH HIM!

HAS THAT MAGAZINE COME THAT HAS THE CONTINUED STORY I'VE BEEN READING?

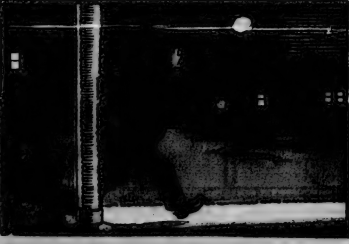
YES, BUT YOU KNOW HOW KIDS LIKE TO SIT UP AT A CAMP AND READ--WILLIS TOOK IT!

IT'S KIND OF CHILLY FOR JUST ONE SHEET!

WELL, I'LL GET SOME COVERS.

OVERCOATS? WHAT'S THE IDEA?

YOU KNOW VERY WELL IT GETS PRETTY CHILLY AT A CAMP DURING THE NIGHT! MADE WILLIS TAKE ALL THE BLANKETS HE COULD CARRY!



OH, YOU'RE WILLIS'S DAD! WHY, SURE YOU CAN BUNK WITH HIM! HE'S ASLEEP IN THAT TENT RIGHT OVER THERE.

YOU MUST LIKE ROUGHING IT, TOO!

AS A MATTER OF FACT, I DON'T! THAT'S WHY I CAME OUT HERE!

Now Available to Bulletin Readers and Members of Their Families—Lloyds of London

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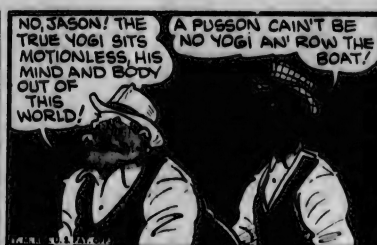
Travel and Pedestrian **\$5,000.00** Accident Policy

ANNUAL REGISTRATION FEE \$1.00—NO MEDICAL EXAMINATION NECESSARY

FOLLOW MAJOR HOOPLE AND BOOTS EVERY DAY

OUR BOARDING HOUSE

MAJOR HOOPLE



BOOTS



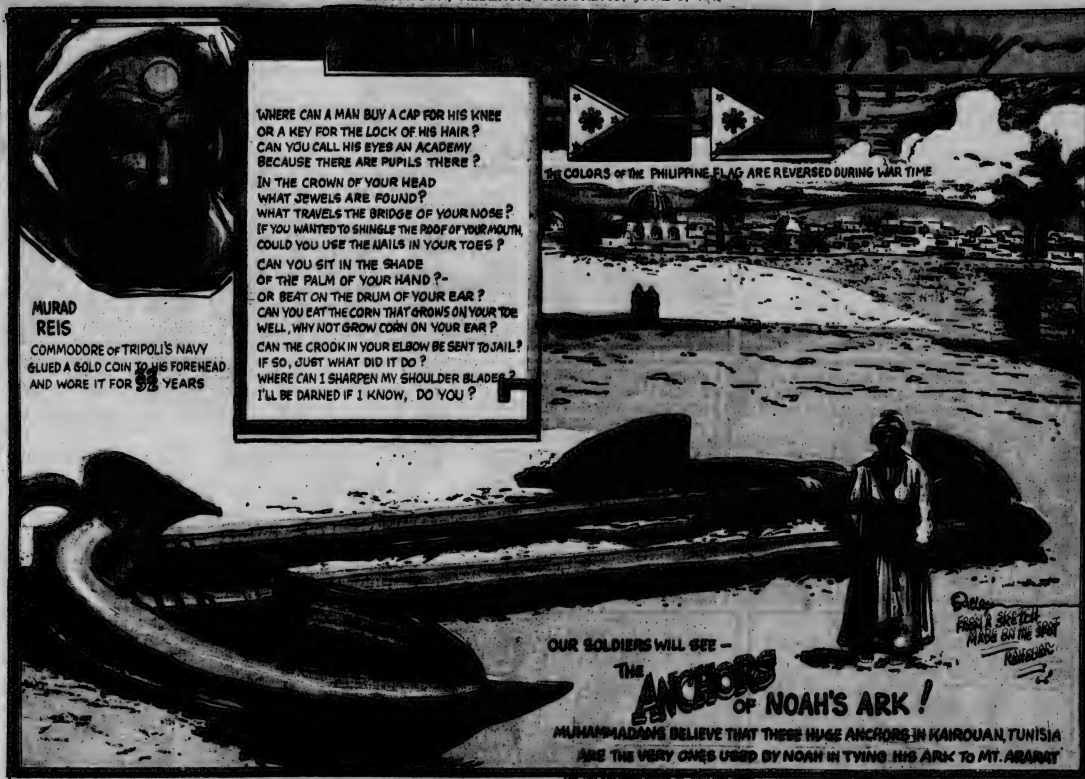
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POLICY

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LLOYDS OF LONDON
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ALL YOU
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EACH
YEAR
IS

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FOR AGES
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and 60 to 75



Sport Show

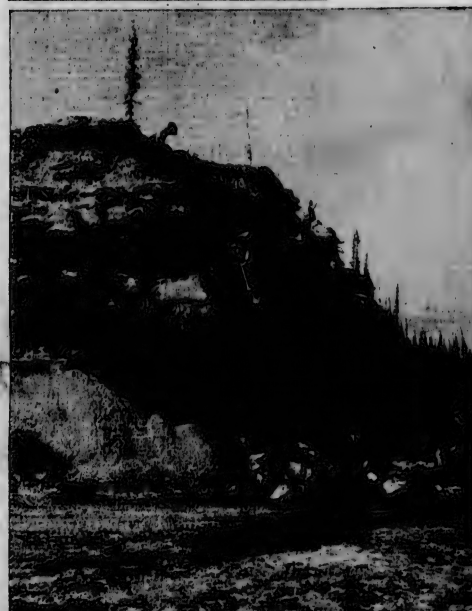
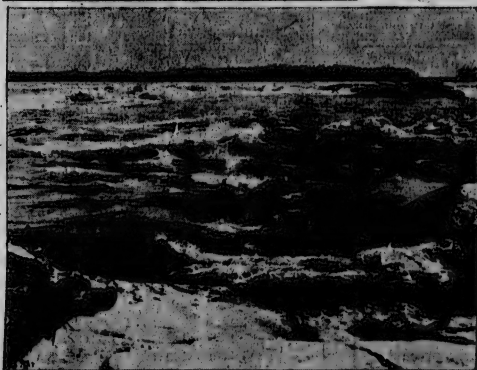
BY HAL DEAN—INSIDE STUFF
ON THE WORLD OF SPORT—
DAILY IN THE BULLETIN

A Letter from Home!

Send the Boys Overseas This Weekly Illustrated
News Letter—Appears Every Saturday On Page 3

Dorothy Dix

FAMOUS WRITER ON LIFE'S
PROBLEMS, WRITES A DAILY
COLUMN FOR THE BULLETIN

Dust Masks Worn When Season Is Dry...Start of Barge's Journey from Fitzgerald to Fort Smith...Snow-Capped Mountain Peaks...Frozen Soil of Ice Age Is Chopped Away...Use of Mineral Light Demonstration...Tempestuous Pelican Rapids on Slave River...Tractor Drawn Trailer...Tons of Pipe for Oil Pipeline...Trenching a Claim for Tungsten at Yellowknife...

Alaska Highway Construction Reflected in Activity Here

Productive Possibilities Of Extensive Northland Are Becoming Recognized

By HON. JAMES A. MACKINNON, P.C.
Dominion Minister of Trade and Commerce,
and M.P. for Western

No man can fully realize just what this Alaska Highway will mean. Any estimate of its potential value would have to include the value of the forests, of the mineral wealth, of the productive possibilities of the land, and the lakes and the streams. Today there exists no measuring rod by which we can gauge the true value of this tremendous new asset.

We in this city and province see today the immediate effects of the building of this road, the busy streets, the thousands of our American neighbors, the crowded business places, the demand for accommodation of all kinds. Seeing these things we are perhaps inclined to think of the utility and value of this great investment in terms of the immediate present.

To attempt an estimate of its true worth, however, one must take the larger view, examine the map of the north country, and then the whole picture from this country a mile or two up one can fully realize the extent of the area which has now become readily accessible.

I say readily accessible because it must not be overlooked that men of our own city first pioneered this route by air and land, and that the hazards because of a vision is what they believed. That is, the pioneers of this route, the men who today would have an Alaska Highway because the essential thing which was placed at the disposal of the United States and Canadian governments who first mapped out this road would not have been available.

FRUITFUL EFFORTS
Their efforts bore fruit with the establishment of up-to-date airports by the Federal department of transport and the linking of those vital airports was a primary consideration in the final routing of the road. It had not been for the efforts of the intrepid visionaries who first established the Yukon-Southern Air Line, one or other of the routes first suggested might have been selected for the Alaska Highway. In that case this city and province would not have benefited to the same extent. That should never be forgotten.

Accessibility is the first essential of development. Through the aerial routes, limited areas of vast extent, tremendous storehouses of forest wealth—rich mineralized regions which men of experience are eagerly awaiting the opportunity to prove. There are great deposits of iron ore in the mountains and streams with fish. There are streams that when the need arises can supply electrical energy by the hundreds of thousands of horsepower, and the raw power is a value which can hardly now be even estimated.

But here lies another source of income for us—a land which will attract a steady flow of money to this country without denuding a single acre of forest or the use of a ton of mineral ore.

SCENIC VALUE
I refer to the sharing of the road with this area with tourists who long for new worlds to conquer by means of their motor cars. Here is everything that the most ardent tourist could desire—mountain peaks and verdant valleys, fishing to satisfy the most enthusiastic angler, hunting, as a man desires, from the game bird to the lovely moose.

Edmonton has been well advertised as at the beginning of the Alaska Highway. Today this city is in a preferred position. That position has been maintained with benefit which at this time cannot be measured. As a resident of Edmonton I have never doubted the great future of this city. Edmonton

First Air Line Was Suggested 100 Years Ago

To the laymen—indeed to many closely connected with aviation in this country—it will come as a surprise to know that 1945 is the centenary year of the first scheme for an Empire air mail service on the lines of the one existing today, and that though the idea was regarded as fantastic by nearly every one in the British Isles, it might well have succeeded, for a model steam-driven monoplane was actually induced to fly.

On March 24, 1945, such a scheme was put forward in the House of Commons, London, where it was met with derision and laughter. Its sponsor was one William Henson, inventor of the "Aerial Steam Carriage," and he had planned an organization very much like the British Overseas Airways Corporation of modern times.

Little is known of William Henson, but his fame dates from March 24, 1945, when a bill was introduced in Parliament by Mr. R. B. Buxton, a member for Bath, to incorporate the "Aerial Transit Scheme," the purpose of which was "to convey passengers, troops and government officials to China and India in a few days."

RIVAL AMUSEMENT
The first reading of the Bill caused a much rival amusement that all hope of a second reading was abandoned. Indeed the "Aerial Steam Carriage," became in a short time a kind of national legend as it was in the day of the Loch Ness Monster. In contemporary times, the joke prompted cartoons which appeared for a time in nearly every newspaper and sporting weekly; even the famous Crookshank was not above caricaturing the "Aerial Steam Carriage." Typical of many editorial comments on the question of Empire air transport which appeared at the time was the following in Punch: "It is understood that the first line to be established is that to India, the carriage leaving the top of the Monument, Fish Street Hill, every morning, and taking five minutes at the summit of the Great Pyramid for refreshment."

But on March 30, 1945, The Times described the scheme as being "of very scientific concept, carefully and perseveringly wrought out."

With regard to the possibility of success in heavier than air flight, a correspondent of The Times stated that "Mr. Henson has made it crystal, perhaps early, statement a matter of little less than a certainty," and concluded by saying that it was "high time to consider in a spirit of cheerful hope what will be the changes, commercial, social and political, which the possession of this new born power may eventually bring about."

Natural Spring Abundant
Natural spring abound of sulphur-bearing radium water—these mineral "hot springs" are the legends of the mighty Indian—visitors to Banff and to Jasper National Park. Gushing heavily at boiling point from cavernous fissures on the mountain sides or bubbling through the sands of carbonate pools, these crystal clear mineral waters, cooled to refreshing temperatures, are a source of delight for the young and old, rejuvenation for the aged. These public pools are kept immaculately clean and the water constantly changing.

And Alberta approach their great glory even more rapidly than seemed possible only a few years ago. We have been known as the Gateway to the North. A partially developed north has meant much to us. The future unfolds to us with tremendous promise.

Busy Railroader

Where today legislative battles are fought with all the dignity and order of parliamentary debate in Alberta's lovely capital city, fierce battles were fought short years ago by warring Indian tribes.

Where the Legislative Buildings stand a historic ground, here stood old Fort Edmonton, here, also, was celebrated the first religious service in Alberta in the Fort days, here came Cree and Stony Indians from the north, Sarcee and Blackfeet from the south. They came to trade with the white men, to fight with their red brothers.

Just 70 years ago a party of Blackfoot and Sarcee, despite warnings of plotted Indian attacks, came to trade. By a miracle they got safely inside the Fort. Outside, blood-thirsty Cree and Stony, whooped, danced and promised death to the Southerners.

Post officials eventually persuaded the Northerners to desert. They received two chiefs as hostages. Then, supplying the Southerners with an armed guard, they sent the party homeward.

Single catches of salmon sometimes run as high as 200,000 pounds.

New Oil Needs As Northland Is Opened Up

What lies in store for world oil development in 1945 no man can say, beyond the fact that the present oil situation is unquestionably brighter than it was a year ago. It is to be fervently hoped that the terrible obstacle placed in the path of such development last year may never be experienced again.

To the northwest of Alberta a vast new empire is beginning to unfold.

In one of the greatest and speediest engineering feats of all time a 1,600-mile highway, running through its entire length, has been completed. The new territory along the line and adjacent to this great road is said to contain tremendous wealth in coal, minerals, metals and water power.

In the post-war world which is coming, this new lead will without question offer assistance in solving rehabilitation problems, which may perhaps be many.

Throughout this vast area, oil will be needed for every form of WILL REQUIRE OIL. Industry and travel is urgently needed now for continuance of the war effort in extreme northern regions.

Transportation from the United States is a major undertaking, and much is hoped for from the potential oil areas of Alberta and the North-West Territories. For this reason, as well as for others, it is desirable that the history of Alberta's oil development, for which in the past there has been small need for an apology, may continue into the future with the same and even greater encouragement, so that the many objectives which now present themselves may be approached.

Popular Park

Neighbor to Glacier National Park, Canadian section of the International Peace park and established in 1909, Waterton has an area of 220 square miles. Waterton's mountains are noted for their beautiful scenery. There are lovely lakes, waterfalls, mountain trails amid myriad peaks. Golf on a government course, trout fishing and the usual mountain recreations are available. Chief Montezuma, port of entry, is located on the new highway which connects Montezuma's Glacier park with Waterton. Many popular dude ranches offering ranch and hunting life are in close proximity to the park.

Fort Stood Where Prolonged Debates Are Order of Day

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On Liaison

When you get out in the middle of one of these mountain lakes in the stillness of a summer's sunset, you will find yourself in a world of emerald and blue and rose and gold—the centre of mysterious splendour as deep below as it is high above. And, as the shadows deepen the symphonies of approaching night descend for you alone to hear.

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Boating Gives Splendid Holiday In North-west

Calm forest-sheltered lakes and broad slow-flowing river stretches make canoeing a safe and restful pastime for those who love the song of the paddle; but even now, as in pioneer days when the canoe was the common vessel of trade and commerce on the frontier, numerous routes by lake and stream attract those adventurous souls who choose a holiday in the wild.

Most popular among the longer voyages are those down the Peace and Athabasca rivers where portages are few and easy. But if you seek rest rather than action, and romance rather than adventure, the placid waters of Alberta's lakes may suit your fancy best.

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North's Poet

Robert W. Service, famed Canadian poet whose "Songs of a Sourdough," "Barrenness of the North" and other works have brought both him and the great northland world-wide fame.

A pig will be the first prize in a greasy pole climbing competition during Gravensend's "Wings for Victory" Week.

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SMITH PORTAGE

Ryan Bros. have consistently given their support to Northern activities for over 20 years. Today... when the North and Edmonton are known over the world... we take personal satisfaction in the fact that when this country was young, we took an active part in its development.

• 2 Tractors • 7 Trucks • 3 Cars
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Efficient Garage with Expert Mechanics

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Fort Smith N.W.T.

Stirring Saga of Northland Reads Like Fairy Tale

Day of Colorful Bush Pilot Is Drawing Rapidly to a Close As Aviation Annihilates Space

Every new art, every new technique has had its pioneers. Here again was the challenge to courage, to enterprise and to skill. In the great northland of Canada much of that pioneering was done. It was done by the bush pilot. Many of them gave their lives to gain new knowledge and to make the way safe. Canadian aviation will remember with pride and reverence the names of Paul Calder, Andy Cruickshank, Charlie Tuxed and Len Wagner. In the following article Mr. McKinnon salutes those pioneers who gave their lives and also those intrepid aviators, now living, who made the trails of the sky safe.—EDITOR.

By LEO MCKINNON

From time to time, a great deal has been written about the "bush pilots." The glamor of these aerial pioneers has appealed to many authors and has been the subject of many articles and books. The romance of their nomadic existence has been like something out of a fairy tale. Just as the knights of old came riding their snow-white steeds to perform deeds of unbelievable daring, so the bush pilots came winging across the horizon, bringing food to starving trappers, medicine to plague-infested settlements and solace to the lonely, isolated posts in the far north.

Lauds Pilots



Leo McKinnon, of the C.P. Air Lines public relations department, who salutes a vanishing race of the clouds, the north bush pilot, in the accompanying article.

He carried the sick or injured to the great "outposts" where care could be given; and he brought the good things back that meant so much at Christmas or holiday time. He was content with civilization for so much of the unexplored and scarcely-settled northland and he was friend, advisor, banker, personal shopper and a thousand other things for the people in these remote regions.

That country became his country, his people his people, their code, his code, their customs, his customs, and their interests his own.

His work has made possible the immense development of the rich northern resources. We look with reverence at the exploits of these intrepid aviators and the marvelous feats they accomplished, but we are inclined to forget the hardships and difficulties that were their lot. Because memory is such a faulty historian we remember the highlights and perhaps gloss over the dreary days when troubles beset them and dogged their footsteps.

These men, to whom every day was an adventure, took the good

with the bad, the bitter with the sweet. There isn't much romance connected with sitting under an oil-coated engine cover nursing a gasoline filled blow torch that might explode any minute. It was a dirty, messy job and exposed the aviator to pneumonia, but it was the regular morning routine of the early flier during the long cold winters. Crouching close to the heat inside the tent-like engine cover for hours at a time, the heat was almost unbearable and the fumes deadly, but without that preliminary step the motor could never be coaxed to life in sub-zero weather.

Tramping down runways on snowshoes so that the under-powered aircraft might lift itself into the air was another wearisome task. Miles of hiking back and forth until a track wide enough and long enough for a runway was broken down and the skids could plow through was followed by hope and a prayer that the machine could be kept on that path until it was airborne. One small error and the job had to be done over again. Emergency landings in desolate spots sometimes were necessary and the pilot had to walk out for help.

In one instance that comes to mind, he lived for four days on a bar of chocolate and a pound of butter. Not a very appetizing menu. When the lights of a small Indian village were sighted they looked more welcome than the lights of Broadway. They didn't have weather stations to tell them the conditions along the way. They flew as far as they could and then sat down on a lake or clearing to wait. They made their own camp, cooked their own food, and when the delay was prolonged, washed their own clothes. They repaired their own ships with the materials at hand, improvising as best they could.

MADE OWN PROPELLER

The story is well known of the pilot who fashioned the wooden propeller when his own broke and then flew the plane out to where proper repairs were available.

Flying over uncharted lands, they followed waterways and sometimes, when the weather was bad, and the ceiling low, they flew only a few feet from the water, following every curve and bend in the stream. They called it "steam-boating" and death lurked around every corner for the unwary. Fierce vigilance was the price of safety. These are but a few phases of the "bush pilot's" life. Countless others might be recalled if one were to spend a few hours in the company of some of these early fliers.

Get a couple or more together

Chief Stewardess



Miss Ella Mannix, R.N., who has been appointed chief stewardess of C.P. Air Lines, with headquarters at the Edmonton airport. Miss Mannix was born in Melea, Sask., she graduated from the Royal Alexandra hospital Nursing School with the highest marks in general proficiency in 1921. Was industrial nurse for Swift Canadian Co. Ltd. before joining staff of C.P.A. She succeeded Miss Melba Tammy as chief stewardess. Miss Tammy was recently married to Capt. Robert Goldie, main line pilot for C.P. Air Lines.

and the talk will turn to aviation because it is their whole life. Sit in on one of these sessions of "bunk-room" flying and the true story of the bush flying unfolds itself, colored with the experiences of the men themselves. They were a strange breed, these clear-eyed young veterans. A great number of them are still young in years though old in the ways of birdmen. On some the mantle of fame has rested, but for the most part they have remained in obscurity.

Names like McConachie, May, Dickins, Gilbert, Field, Cheesman and Kenyon are bywords where wings are the topic of conversation but there are some scores of unknowns who have left their mark on aviation's progress. Men like Sawie, McNeil, Windrum, Potter, Van Rie, Mahony, Brinnell, Lock, Patry, McLaren, McMillan, and others have been an integral part of an era that is almost gone. The bush pilot is becoming a legendary figure.

In some remote areas the species still exists but for the most part the northern flyer has undergone a complete change. No more does

he set out to fly by the "seat of his pants," going where fancy leads him. No more does he lose contact with the world for days and even weeks at a time.

TRUE MOONRAVE SYSTEM

Today's northern pilots fly according to a pre-arranged schedule, at given altitudes over a set course. He maintains radio with his base every 15 minutes. The weather is charted for him in advance. His flight instruments are the most modern available and his ship is often a twin-motored metal plane that travels at speeds that would have shocked the early bush pilot. Radio beams guide him from one modern airport to the next and whether he can see the ground and the landmarks or not, he is traveling on an aerial highway that is clearly marked.

The older type of float plane is rapidly falling into disuse, replaced by wheel-equipped aircraft that can fly faster and carry more than piston ships. Experienced ground crews have taken over the maintenance of planes and the expert attention is given to motor and airframe alike. The "bush pilot" now wears a smart navy blue uniform with gold stripes denoting his many hours of air experience and part of his time at home is spent with intensive instrument training to familiarize him with the latest developments in aerial navigation. He must pass rigid medical tests to insure his physical fitness and vitamins are fed him according to a carefully prepared formula.

Nothing is left to chance, everything has been brought up-to-date. Exit the "bush pilot"—enter the well trained, methodical, and capable northern flyer.

Many Fur-Bearers

Fur-bearers native to the Yukon include beaver, ermine (weasel), Alaska mink, marten, wolverine, northernmost muskrat, otter, lynx, and white Arctic fox. Red fox, including the silver, cross, and black varieties are also found. Snowshoe rabbit are abundant, and porcupine, pika or "rock rabbit", and northern hoary marmot or "whistler" are prevalent. Other forms of smaller wild animal life to be observed are flying squirrel, Yukon ground squirrel and Arctic ground squirrel, chipmunk, brown and white lemmings, park rat, and several species of meadow mice, tundra mice, red-backed mice, and white-footed mice, which form an important portion of the food of the carnivorous fur-bearing mammals.

Study Bad Lands

The Alberta bad lands, 400 feet deep and two miles across from plain to plain, have attracted geologists, paleontologists and curious visitors for many years. In 1912 the

first scientific exploration of the area was made by Charles Sternberg of Lawrence, Kansas. Mr. Sternberg and his sons were professional "fossil hunters" as they preferred to call themselves. They were successful in uncovering, later

mounting, some of the biggest and most perfectly preserved specimens of the extinct dinosaur. Fairbanks is situated about 100 miles up the Tanana river from its confluence with the Yukon.



Flight on two Martin Bombers blazing the route to Alaska in 1924, photographed at the Edmonton Airport.

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EDMONTON

National Park Possesses Much Scenic Beauty

Jasper National Park, situated in the western part of the province of Alberta, is one of the largest National Parks in North America. It contains 1,117 square miles and was established in 1907. The park area extends along the eastern slope of the Rocky Mountains and adjoining to the south is Banff National Park. The Jasper Park region is one of superb scenic grandeur.

Amid a veritable sea of peaks, many of which lift snow-crowned heads far above the clouds, are beautiful alpine valleys set with sparkling lakes or courted by rushing streams. Within the southern part of the park lies part of the vast Columbia ice-sheet—30 square miles in extent—a remnant of the great ice age. From this immense ice-cap, rising thick on the shoulders of the mountains, issue numerous glaciers that melt and give birth to rivers, the waters of which eventually find their way to the Pacific, Arctic, and Atlantic Oceans.

The mountains contained in Jasper Park consist of a series of roughly parallel ranges running from the southeast in the north to the west. The remarkable folds, up-thrusts and faults in the rock strata visible everywhere in the park, are the evidences of recent crustal activity by the reversion of the glaciers which at one time filled the valleys. Cutting through these ranges from the south to the northeast corner of the park is the broad valley of the Athabasca River, which is fed by its main tributaries, Sulwapa, Whirlpool, Mile, Maligne, Smoky, and Snake Indian Rivers.

RICH IN HISTORY
Jasper Park is rich in historical associations. It owes its name to Jasper House, a trading post established about 1813 by the North West Company on Athabasca River. The post was at one time under the management of Jasper House.

Just west of Jasper National Park and over the Continental Divide is British Columbia in Mount Robson Provincial Park. It contains Mount Robson, highest peak in the Canadian Rockies, which towers to a height of 12,333 feet.

Jasper National Park is accessible by highway and motor highway. It is served by the transcontinental line of the Canadian National Railways. The town of Jasper, the park headquarters, is a railway division point, and is less than three days' ride from Montreal and Chicago and only eighteen hours from Vancouver.

BY HIGHWAY
Connections with the park may be made by highway from the south or northeast. Direct connection with the northwestern United States via Kingstake, Cranbrook, and Kootenai National Park, British Columbia, over Highway No. 4 and the Banff-Windermere Highway (131) to Banff Park, and thence to Jasper by way of the Banff-Jasper Highway. An alternate route is available by way of Glacier National Park, Montana, Waterton Lakes National Park, Medicine, Calgary, and Banff.

SOME DISTANCES
Following are the distances from well-known points in Jasper, headquarters of Jasper National Park:

Calgary, 138 miles; Banff, 100 miles; Lake Louise, 132 miles; Field, 100 miles; Jasper, 138 miles; Waterton Lakes National Park, 144 miles; Glacier National Park, Montana (St. Mary), 482 miles (via Waterton Lakes).

The town of Edmonton has one of the finest airports in Western Canada. It is situated in a location of operations in northwestern Canada. A landing field approved by the Department of Transport is located within a short distance of the town of Jasper.

WHEN YOU GO EAST Take a Boat Trip
When business calls you, break the long rail journey with a boat trip only will you relieve rail congestion but a lake trip is always enjoyable. Relaxation and it costs no more! Join the S.S. Noronic and S.S. Harcourt are sure for full accommodation, excellent meals, automobiles carried, sailings from Port Arthur for Friday.

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While in the lake take a full-length cruise on these famous rivers. Information on request.

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Grow Fine Crops Yukon Territory

Although agriculture cannot be classed as one of the primary industries of the Yukon, field crops, including cereals, fodder, and vegetables are grown with considerable success. The principal industry of the Yukon is mining, and agricultural development and the amount of farm produce that can be raised is limited, and is determined by the volume of mining operations.

Cereal crops, including wheat, oats, and barley are grown in a number of localities as far north as Dawson. Excellent crops of hay are grown for the home market, and grasses which furnish good yields include timothy, red top, and bromus. Alfalfa, white Dutch clover, red clover, and sweet clover are also raised with good results. Fodder corn which reached a height of six feet has been grown in the vicinity of Carcross.

The English glaucous, although only one-half inch long, can be seen 30 yards away.

EDMONTON.
A LUSTY infant, challenging all comers, ready to take what the good life has to offer, fists clenched, sturdy legs firmly planted, eyes open to the world—that is Edmonton today.

The city reflects the energetic, vigorous Canada. It is a part of Canada's future greatness. It is the new nerve centre of 20th-century geography, the geography of the great circle of the polar regions. This new geography has been Edmonton at the crossroads of the world. Through the city pass the direct air routes from New York to Rome, from Los Angeles, San Francisco, Mexico City and Chicago to Archangel, Moscow, Warsaw, Bucharest, Athens.

Edmonton, whose population is now in excess of 100,000, is on the world-grinding route of the Canadian National Railways in Buenos Aires, crosses the towering Rockies, winds through the heart of Central America to the United States and then runs through the middle west to Canada. At Edmonton this super-highway joins the Alaskan highway which soon will reach the Bering Strait. And 50 miles beyond, the Russians are speeding to complete their polar routes to link America with Moscow, Chong, Bombay, Teheran.

About Edmonton revolves the whirling gears of America's northern Pacific defensive system. But evening matters that the year of simply preparing to resist Japan has ended. The time is fast approaching to attack and win this attack. Edmonton has no small role to play.

In a thousand ways the future and the present coalesce in Edmonton. Crowded streets, jammed office buildings, hard-pressed railways and the shipping airport, one of the largest in the world. This airport is really the lens of Canada's history: projection into the future.

Go down crowded Jasper Ave. Along the street a constant stream of traffic pours, workers fill the street cars, jeeps, army trucks of every kind rush about. Above all Jasper Ave. reflects the Americans who have taken the city by friendly storm. There is a maelstrom of taking them. Their gait is quick, their physiognomy determined. They are the "Yankees," a girl taxi driver said. But they get things done.

The Americans have prepared themselves well for the weather. They sport heavy leather jackets, sipped in a dozen directions to keep out the cold, they wear parkas and shirts and lumber jackets of every hue, color and variety, they are comfortable in heavy sheep-lined boots and overboots. Generally they tote sipped pack sacks, sleeping bags and parachute seats. The MacDonalds and other hostilities are their parade ground. As they come in, the cloakings try to guess whether their last stopover was in the Fairbanks or Nome or Fort Norman, or perhaps even across the Arctic Sea.

Edmonton's Boom
SOMETIMES there are so many requests for hotel accommodation that single cots are placed in banquet and meeting halls for sleeping purposes. Even the members of the Alberta legislature find difficulty in arranging accommodations. Many persons engaged in war work find lodging in basements and garages.

Office space is at a premium. Every available square foot left untouched by our military services has been taken by Americans who direct the war enterprises of the north—road building, the shipment of goods to Alaska, the supply of fuel for the many thousand trucks, automobiles, jeeps and planes, the feeding of tens of thousands of American soldiers and civilians engaged in the vital process of rendering America invincible.

Two great American contracting firms, one of which holds a \$500,000,000 construction contract and the other is preparing to build 267 bridges along the new highways of the north, make Edmonton their centre of activities.

One firm, Bechtel, Pritz and Callaghan, has taken for the office every odd bit of available space in the city. The showrooms of the Dominion and Edmonton Motors, the curving lines of the basement of the First Baptist church are now either offices or draughting rooms.

Altogether 30 office buildings and floors have been taken by the Americans whose headquarters here, says the city official, collect the highest amount of taxes in its history. The Americans have recently rented 30 acres of land for the construction of a storage depot and are building three 600-foot warehouses in which 600 men arriving from the United States will work. Prefabricated homes and even recreation centres are being brought to take care of the needs of these newcomers.

The Metcalf, Hamilton and Kansas City Bridge Co. contracting firm has rented the Empire theatre and is now installing fixtures and offices. But business is not allowed to wait upon the completion of the work. Amid

Fish Numerous In North Waters

Milky fish, some weighing more than 30 pounds, are to be found in the waters of the rivers of the Yukon, and in the numerous lakes and streams that abound throughout that northern land.

Several varieties of game fish occur in the lakes and streams of the Yukon Territory. Grayling is one of the most abundant species and is found in most of the rivers. Great lake trout and whitefish are common to many of the larger lakes. Schools of fresh water herring exist in the lakes in the vicinity of Carcross and Tagish, and may be taken with nets. Tagish is also a popular point with anglers for catching great lake trout by troll.

Some cattle, hogs, and poultry are raised, and a few small dairy farms are operated successfully.

Double Value
Production of petroleum, coal, salt and lumber in 1932 was valued at \$22,538,784. The same products in 1933 were valued at \$43,800,000, an increase of more than 100 per cent in five years.

Northland Excels In Small Gardens

The Yukon excels in small gardens, and precisely all the vegetables normally cultivated in the territory are home grown and of excellent quality. Remarkable results have been achieved in the vicinity of Dawson and M'Fay, Carcross, and other points. Potatoes, cabbages, and celery thrive and are raised in quantities for the home use and near beer in favor of this season, and rubbers, radishes, lettuce and small onions do well.

Items feared by the city and its citizens. They are proud of the fact that it is their world in the past that has made the present development possible. They like to recall the trail-blazing of the bush pilots who first laid out the airways. And they are glad that they have now a modern, comfortable, municipally owned airport, one of the few in America which lie entirely within the city limits.

But industrial awakening has brought rapid growth of population. In 1932 the population was 80,419. In June, 1933, it was 90,725. At the end of 1932 more than 100,000 sugar beet canners were issued including the floating population and the Empire and United States active service forces stationed here.

Bank clearings show the extent of the boom. In 1932 bank clearings were \$292,023,348; in 1933, \$323,045,992. Electric light production is rapidly reaching capacity and new turbines for the municipally owned power plant have been expected for some time but are not yet here.

But the industrial awakening is not all due to the influx of Americans. During the past three years Edmonton has become Canada's premier butter-producing city. More than 20 per cent of the total bacon shipments to the United States come from Edmonton. 2,000,000 hogs a year are slaughtered locally. The number of packing plants in the city has increased. Canada Packers have raised their working staff by 88 per cent. Swift Canadian by 71.7 per cent, and the Burns Company by 100 per cent.

In addition to this industrial growth of completely new air lines has been established—the aircraft repair facilities owned by the Canadian National Railways. They employ nearly 1,700 workers.

Industrial activity is reflected by the railways. The Canadian National Railways have increased their staff by 285 and the Canadian Pacific Railway by 210 employees.

Northwest Air Lines has been formed what almost amounts to a miracle. It has become one of the world's great strategic railways, connecting the United States and Canadian lines with the railroads in Dawson Creek and Hinton, Alberta, where roads wind off into the northwest towards Alaska.

Before the war the Northern Alberta railway with a trackage of 3,000 miles, mostly for the transportation of grain, had more than 16 locomotives and an average staff of 600. Today this road, which is owned jointly by the C.N.R. and the Government, has more than 40 locomotives and at least double the number of employees.

The full story of the accomplishment of this railway will be told only after the war but high ranking officers of the United States Army have said that the work accomplished under the direction of Mr. J. M. MacArthur, general manager, is a masterpiece.

From that historic day in March, 1942, when freight began to move northward towards the Alaskan highway construction site to the end of 1942 more than 10,000 cars were moved with unusual efficiency and in addition the grain crops and the steadily increasing livestock business were taken care of. Total freight traffic for the last nine months of 1942 exceeded that of the whole previous year.

But if industry and railways have done well, the airport has done even better. Under the direction of Captain James A. Bell (Alaska), they call him the airport is rapidly expanding its activities. In 1932 there were three planes and five employees. In 1933, there were 10 planes and 70 employees, a considerable staff. Today the airport handles as many as 5,000 flights a month and is equipped to handle twice as many. Recently training planes took off and landed for more than two hours at the rate of one every 10 seconds.

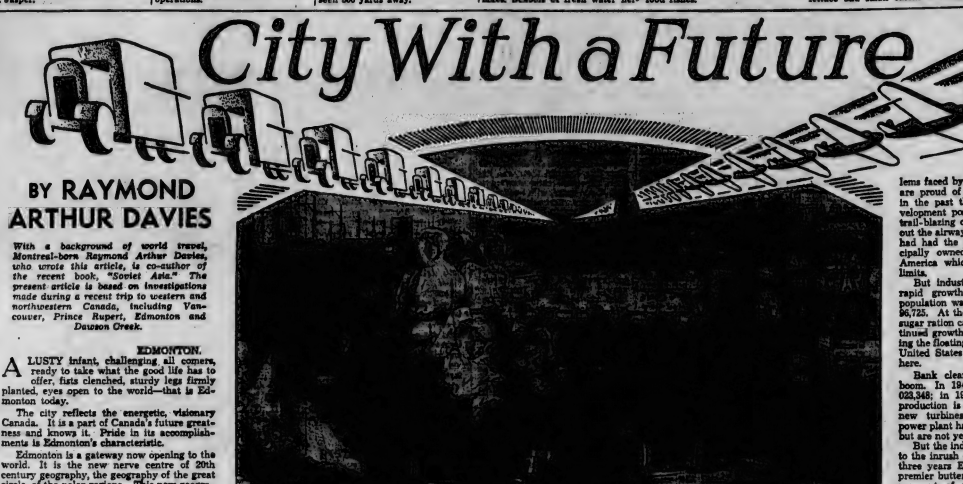
The airport boasts of a new administration building recently completed at the cost of \$100,000. Mayor John Fry of Edmonton told me that it was already too small.

Yes, things have changed at the airport. "Jim" Bell likes to reminisce. He is a well-remembered star about Wendell Willkie, Averill Harriman and other notables who have landed at the port. He recalls with amusement the time when the airport was a muddy off because of deep mud and instead used as a runway the two and a half-mile-long Kingsway which leads to the heart of the city.

"What has happened to city planning the past year just happens once in a lifetime," Reg Rose, secretary of the chamber of commerce and the war line of accommodation for the flood of incoming military, told me. "We have done something that old-timers would have taken from 50 to 100 years to accomplish."

Reg Rose, "Jim" Bell, the 35-year-old Tom Cunningham, T.C.A. manager—all of them are dreamers. But they see the future being made right before their eyes. They watch the city throbbing with life. They train loads of construction materials and workmen moving in what only last year was the almost uncharted north. They hear the roar of engines from the C.N.R. locomotives multi-engined camouflaged cars, take off mysteriously for their journey north.

All this is made to happen, the capture of a great new era in which the Canada of today is playing a great part. Today Edmonton is a busy infant beginning to do things while learning to crawl. Tomorrow the infant will be a mature child. Today it is an anchor of our defence against the menace of an enemy of old Russia. Tomorrow it will be the gateway through which will flow Canada's trade and travel not alone with Russia but with all of Asia and a good part of Europe.



Edmonton is becoming one of the focal points of this continent's new air and land routes to the east and the Soviet Union. Here are U.S. officers at the gate of the Alaskan highway. Airline's legislative buildings are in the background.

The din of hammers and saws drags lieutenant-governor where 300 men of the ground crew are housed. In addition prefabricated houses are being knocked together elsewhere. The latest college now serves as residence and offices and scores of olive-drab painted cottages are mushrooming around it. On Jasper Ave. two office buildings of wood, lined outside with California redwood, are being completed with room for perhaps 1,000 office workers.

You can visualize the multiplicity of problems.

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NOW: it is "On to FAIRBANKS, Alaska"

WITH the pioneer founder of this business, Mr. W. Johnstone Walker, it was FIRST on to Edmonton via C.P.R. to Calgary and then by stage coach to Edmonton. But now, with Edmonton at the "cross-roads" of world air routes, and U.S. military units putting forth every effort, it's "On to Fairbanks," the northern terminal of the Alaskan Highway.

The first JOHNSTONE WALKER Store on Fraser Ave. (98 Street), established in 1898, occupied a portion of the residence of Mr. W. Johnstone Walker.

Johnstone Walker's was established in 1898—before the "steel" from Calgary had reached Edmonton. This store is proud to be honored by the distinction of being one of very few businesses which continue to serve Edmonton, and Johnstone Walker's firmly believes that in the NEW ERA now dawning, the Capital City of Alberta is destined to be of world-wide importance.

Members of U.S. Military Units

with headquarters in Edmonton, and friends or relatives in the United States, who may plan a visit to Edmonton, will find Johnstone Walker Limited a pleasant and satisfactory place to shop.

"The MANCHESTER HOUSE"—second store premises of W. Johnstone Walker, 1891 on Jasper Ave. between McDougall and Queen's Aves. (100th and 99th Streets).

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In the recent Victory Loan campaign, employees of Aircraft Repair Limited "backed the attack" to the extent of \$170,000. Pictured above is Leigh Brintnell, president, turning over a cheque for that amount to R. V. Price, chairman of the payroll savings division.



Pictured are scenes in the Aircraft Repair plant taken by The Bulletin camera man.

AIRCRAFT REPAIR

Limited Edmonton
LEIGH BRINTNELL, PRESIDENT

Whole Northern Continent Served by Traffic Artery

All-American Highway Traverses 16 Countries: Assisting in War Effort

By BERTON BRALEY

The All-American Highway, though it still has gaps in its projected majestic sweep from the Arctic Circle to the region of Cape Horn, is already serving in the war—and one link that built by the Army in Alaska, was built specifically for war.

Materials needed for the war are hauled over all-weather sections of the road—and shipping space on sea routes is saved. The army vehicles grow and thunder through Alaskan wilds.

But it is of the peacetime uses of the road—military, but any road conceived or built by the Romans or the Incas—that the tire-and-gasoline-crazed motorists have new dreams.

When the All-American highway is completed the motorist will be able to leave Fairbanks, Alaska, and go rolling down to Rio, all the way by automobile. It will be a long roll—15,448 miles. It will be by a road that makes famous highways of the past seem short.

It will sweep from close to the Arctic Circle, across the tropics, into the Southern Temperate Zone. It will traverse sixteen countries—Canada, the United States, Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Peru, Chile, Argentina, Uruguay and Brazil; with spur to Bolivia, Paraguay and Venezuela.

VAET PROJECT

The All-American highway is not merely a vast project. Most of it is built and carrying traffic. But it is not yet an unbroken artery of transportation. There are about 1,200 miles of gaps—in Mexico, Honduras, Nicaragua, Panama, Colombia and Ecuador. With the completion of the 1,700 miles of the Alaska highway from Fairbanks to Dawson Creek, British Columbia, the All-American is now an "all-weather" road from Alaska to a point 150 miles south of Mexico City. There the job of filling in the breaks begins.

THE CITY AT THE GATEWAY TO ALASKA... ON THE WORLD'S CROSS ROADS... The Capital City of Opportunities.

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Favors Alaska

Materials needed for the war are hauled over all-weather sections of the road—and shipping space on sea routes is saved. The army vehicles grow and thunder through Alaskan wilds. But it is of the peacetime uses of the road—military, but any road conceived or built by the Romans or the Incas—that the tire-and-gasoline-crazed motorists have new dreams. When the All-American highway is completed the motorist will be able to leave Fairbanks, Alaska, and go rolling down to Rio, all the way by automobile. It will be a long roll—15,448 miles. It will be by a road that makes famous highways of the past seem short. It will sweep from close to the Arctic Circle, across the tropics, into the Southern Temperate Zone. It will traverse sixteen countries—Canada, the United States, Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Peru, Chile, Argentina, Uruguay and Brazil; with spur to Bolivia, Paraguay and Venezuela.

Capt. George Black, member of parliament for the Yukon Territory, who is in heavy agreement with Delegate Anthony Dimond of Alaska that the name of the new highway should be The Alaska Highway and not the Alcan Highway has been suggested by several persons.

Through Mexico about 300 miles of the All-American route are mule trails and about 175 miles are "dry-weather" road, impassable in the rainy season. Through Guatemala and El Salvador the highway is paved for all-weather. Honduras has about sixty miles that is only "dry-weather" road. Out of 356 miles of the route through Costa Rica, approximately 200 miles are mule trail and perhaps fifty miles newly dry-weather road. Of the 367 miles between the Costa Rican border and Chepo, Panama—the terminus of the Central-American portion of the All-American Highway—all but fifty miles is open at all seasons. The present breaks in the highway total some 975 miles of 3,536 miles in Central America.

These breaks are being filled in, and present plans call for the connecting up by June of 1943, of all the sections from the southern border of Mexico to Chepo.

War necessities have delayed the

200,000,000 job of road construction on Mexico's 475 miles of gaps in the highway, and it will probably not be completed until 1944. But it is possible to bridge these gaps by building trucks and cars on the cars and sending them by rail.

SHARE OF COST

For the completion of the Central American part of the All-American Highway the United States, which benefits most from the strategic value of the road, is contributing \$20,000,000. In addition, the United States War Department, as a military measure, is building \$15,000,000 worth of pioneer roads toward closing the gaps. These roads are ten to sixteen feet wide with an eight-inch depth of gravel surfacing, and can carry heavy traffic at all seasons.

300 MILES OF JUNGLE

Three hundred miles of unswayed jungle and mountain trails stretch between the end of the Central American section of the All-American at Chepo and the beginning of the South American section in Northern Colombia. The distinctive but infrequent school-teacher-explorer, Richard Teschbury, is the only white man known to have got through that wilderness. He went aloft and without engineering equipment, but he has convinced the road-builders that the highway can be put through. It is as yet, however, simply an idea and not a project.

Until that 300-mile is built—as it will be in time—the motorist must take ship to Buenos Venturas on the Pacific coast of Colombia, or to the new port of Turbo, on the Caribbean, before he can continue on the South American section of the highway.

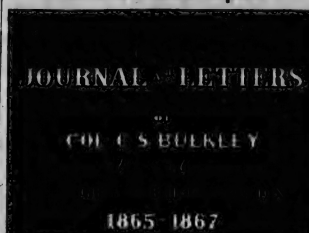
GREATER PURPOSE

Meantime the work of the All-American highway and its feeder in Central America serves more than a strategic purpose. Shortage of shipping has almost wiped out the export market for Central American fruits, and reduced coffee exports to a minimum.

New road-building has employed thousands of coffee pickers and banana workers who would otherwise have been without employment. And it is not "made work." With Central American shipping almost wiped out, necessary materials for war, which ships formerly carried, the bringing of the gap in the All-American highway is a vital factor in increasing the flow of trade to the United States. And the completion of that portion of the road from Costa Rica to Panama will make the missing link of Costa Rica's food crops into Panama—now needing huge supplies of food for its war Garrison—sweeter and simpler matter than it is now.

The job of forging the missing links in the All-American Highway

Covered Historic Reports



Long before people thought of the present Alaska Highway, in those hectic days following the U.S. Civil War, an attempt was made to build a telegraph line from the United States to Moscow, by way of Northwestern Canada and Alaska. Col. G. S. Bulkley was placed in charge of the task and the line was to have run through much of the country now traversed by the Alaska Highway. The project was dropped following the successful laying of the Atlantic cable. But the story of the Bulkley expedition is a thrilling one, which he kept in his records. Above is a reproduction of the cover on the original journal kept by the officer. The fascinating story of the Telegraph trail is told on page six of this edition by Lt. Richard L. Neuberger.

through Central America is the same kind of task as the construction of the Alaska highway—the smashing and hewing of a road through morasses, mountains and jagged forest. The Alaska was in steady and heavy use—all 1,700 miles of it—eight months after the first bulldozers pushed down a tree; the 953 miles of Central-American roadbuilding is expected to be finished in another five months.

Like the Alaska highway, these unfinished sections present every variety of tough engineering problems, which are being solved with modern methods and modern machinery.

MAINTAIN HEALTH

Maintaining the health of the workers on Central American highway is even more of a factor than it was in the Canadian forests. For the jungle mosquitoes and flies are fully as numerous and virulent as those of the north, and malaria, dengue and dysentery are added dangers to the working force. But the medical units move along with the bulldozers, the planes and their crews, and quinine and alabaster are part of the daily ration.

All this is now a war job, but after the war the road will remain. Then the itching foot of the tourist material can soothe its itch by pressing down on the accelerator as his car goes "rolling down to Rio."

For a year or two he'll have to ferry from Panama to Colombia,

but the green light will be with him all the rest of the way. Even now, except for a 200-mile section in Ecuador, nothing but use and gas rationing would hold up the traveler from Bogota to either Rio or Buenos Aires. Out of the 7,188 miles of the All-American highway between the Panama border and Rio, 5,800 miles is clear thought-out.

Diplomacy and war have brought the Americas closer together than ever before in history, but when the All-American highway is open the official policy of Good Neighborliness will become a simple human friendliness and understanding among people as well as nations.

SPREAD FEELING

Pre-war touring between Mexico and the United States proved that it works that way, and post-war tourists will spread that feeling up and down the two continents. But to return to the strategic aspect of the All-American highway. Use of the completed routes of the South American section can diminish the distances which ships bound to and from the United States must travel for their cargo so lessening the time of transit and increasing the number of cargoes each ship can carry. Thus it can also lessen the risk of submarine attack. Also, by use of the existing all-weather parts of the All-American highway, South America, much material can be moved to Pacific ports and shipped

by the safer Pacific route to the United States and to Far Eastern destinations.

CONFERENCE APPROVED PLAN

How much of this plan is actually working is a military secret, but that it is practicable was recognized at the Conference of Ambassadors in Rio de Janeiro in January, 1941. The final act of the conference recommended that the Americas "spend up" the construction of the unfinished sections of the Pan-American highway so as to provide efficient transportation in the hemisphere and permit the development of inter-American and domestic commerce.

The construction is being speeded up and the conference is developing. The All-American highway is an increasing part in that process. It is a strategic road for war now, and it will be a strategic highway of peace—a solid base for hemispheric solidarity when the war is over and when hundreds of thousands of Good Neighbors can pack their families into their cars and go rolling up to Fairbanks and go rolling down to Rio.

North Veteran



Harry Haylor, veteran northern bush pilot, who is now manager of the Aircraft Repair plant here. The plant is the largest of its kind in Canada.

Purpose of Parks

The National Parks of Canada are areas of outstanding beauty and interest which have been dedicated to the people of Canada for their benefit, education, and enjoyment, to be maintained and made use of so as to leave them unimpaired for the pleasure of future generations. The co-operation of visitors is required in the observance of park regulations so that the parks may continue to serve as unspoiled natural playgrounds and provide perpetual opportunities for the enjoyment of outdoor life and recreation.

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From all over the world have come leading golfers to match their skill on the tricky courses at Banff and Jasper. But good, bad or indifferent on the drive, the approach or the putt, you will find a new challenge on the well-kept lawns and greens of these sports links. Splendid courses are also located at Waterton, Calgary and Edmonton.

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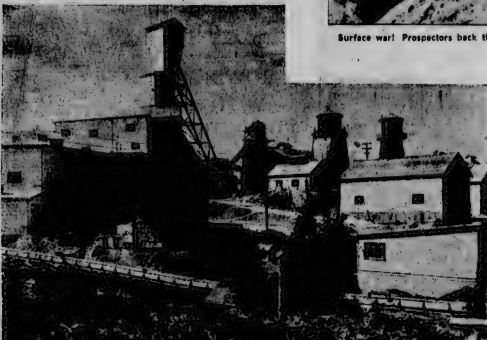
The war underground! A string of ore cars in a northern mine.



Surface war! Prospectors back the attack with mortar and pestle as they relentlessly seek new deposits of scheelite (tungsten ore) in the bare granites of the far north.



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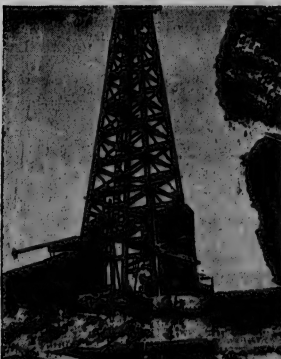
Wings in the north solve the transportation problem for war-conscious mineral prospectors!



The Hon. N. E. Tanner, Minister of Lands and Mines, has an eye to the ground and to the immense potentialities of Alberta's underground resources.



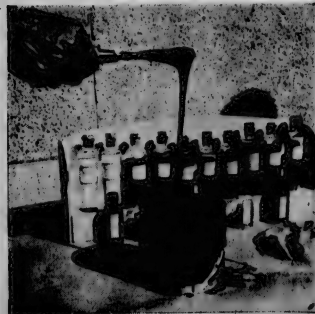
The Hon. W. A. Fallow, Minister of Public Works, stirs things up at an Alberta oil well. He is making big strides in solving Alberta's transportation problems.



Here is oil for reflection! A pool of Alberta crude.



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Authorities Urge Race for Air Routes Begin Now

Britain, United States, Appreciate Importance Of Controlling Skyways

The question of post-war supremacy of the world's air routes is arousing interest the world over. All authorities agree that the skyways will prove an important factor in maintaining or increasing international trade. Air power will be more important than ever. Canada has come out and stated that a leading role will be kept in the drama for Dominion planes. Great Britain and the United States are devoting more and more attention to their post-war plans.

Interested



Capt. F. E. Garnett, Reserve Army Officer, who has always been deeply interested in the development of the north's resources.

Forstry Service Controls Blazes

One of the greatest achievements in detection and suppression of forest fire outbreaks in Canada has been made by the Alberta government by the use of radio communications.

The employment of the radio has meant fire crews can be on their way to outbreaks minutes after the fire is spotted.

Huge quantities of timber have been saved from conflagrations which would have raged had not prompt action kept the fires to small outbreaks.

In the calendar year 1940, 313 fires were reported, involving a total loss of \$55,000.

Made Aviation History in Edmonton



A lot of Edmonton citizens got their first good look at one of those "new-fangled flying machines" when they gazed upon the City of Edmonton, historic Curlew, shown above. The plane was a familiar sight, buzzing over the city in these fast-acting days of 1920 and 1921. Capt. W. R. "Wop" May and his brother, Court May, started up in the aviation business with the City of Edmonton and Bernersmont in Northern Alberta with the ship.

a customer begging for favors.

The whole British Empire, sponsor of the greatest legion of fighting air forces in all the world, now possesses but one international merchant airline. This is the semi-governmental British Overseas Airways Corporation.

Its total operative fleet, charged with showing the merchant air sign to the world, numbers something like one-third of the bomber force sent to raid Cologne on one night this year. Its fleet is mostly made up of a score of different types, shapes and sizes of airplanes, mostly cast-offs.

CONVERTED BOMBERS

There is not a single British-built aircraft, apart from a few converted bombers, in its service today that was built since the war began. So hastily have been even the replacements allowed to it in the last three years that it would be impossible today even of replacing the infant empire air mail service that existed in 1930.

At the moment nothing seems more certain than that this country, the heart of a great empire, and geographically the hub of world communications, will be left standing in the race for vital air routes that will begin with the first sight of victory.

The government should set up immediately a merchant air service advisory council. Its most urgent task should be to produce plans for the basic types of airliner

to give Britain a place in the coming race for air trade.

FOUR PLANE TYPES

The council would have to consider, as a start, four types of airplane.

First—Probably a stratosphere high-performance passenger liner capable of maintaining an express service across the Atlantic or between the main points of the empire.

Second—A long-range, monster air cargo ship in line with the projects of Kaiser and other American planners.

Third—A large, multi-engine land plane, with the highest possible pay load, and therefore shorter range, for serving routes such as will be spread across the Continent with comparatively frequent stops.

Fourth—A smaller, general-purpose aircraft to operate within the British Isles and on feeder service linking up with the main air routes throughout the British Empire.

The Merchant Air Service Advisory Council would have to look for our pre-war ideas on civil aviation, ideas that resulted in British failing far behind competitors and finally in the Dominion's buying foreign aircraft to operate their own air lines.

By LAWRENCE PERRY

The statement of Colonel Alec Cunningham-Reid in the House of Commons, that among other ad-

vantages the United States expects to derive out of the war is international domination of the air, together with apprehensions variously expressed in Parliament and elsewhere in England concerning post-war commercial air power, has aroused deep interest among Americans actively concerned in overseas transport of cargo and passengers in air carriers.

EXPRESS SYMPATHY

Primarily they express sympathy or at any rate understanding of England's concern about this vitally important matter not only because they recognize foreign trade as the very life of the British Isles, but because also, in the wake of British sea power, as a result of war and ever-increasing emphasis upon air transport, they see England's necessity of meeting an emergency.

Many reasons exist why Americans, who are not theorists but are solidly entrenched in knowledge derived from practical experience with long-distance air carriers, have not expressed themselves. Nor, for similar reasons, do they now feel free to identify themselves with views concerning the present aspect of international air transport. On the other hand, they were willing anonymously to set forth the picture, as they see it, of conditions here and in England.

All join in holding air power the most important post-war problem

Mackenzie River Boasts Oddities

The Mackenzie River furnishes students of the area with many geographic oddities not encountered on more southerly rivers. For instance, on looking at a terrestrial globe, the river running north appears to be defying all laws of

Mackenzie River Boasts Oddities

gravity in so doing. Another strange but perfectly correct statement is that Alaska, near the Arctic coast, is below, and at the same time above, Providence on Great Slave Lake.

Explanation of this lies in the fact that Alaska, far to the north, is geographically above Providence. But at the same time, it is nearer the mouth of the Mackenzie, and hence is below Providence.

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PORTLAND, OREGON, U.S.A.

Airplane Industry Becomes Giant in Just 40 Years

Commander U.S. Army Air Forces

Gen. Arnold Says Edmonton Holds Strategic Place on Route to Asia

The Edmonton Bulletin is privileged to present to its readers the following article, written exclusively for this newspaper, by General Henry Harley Arnold, Commanding General of the United States Army Air Forces, Generalissimo of the United States Army Air Forces, who commanded a flight of 10 Martin, twin-engine bombers, making a pioneer aerial survey flight from Washington to Alaska. Then a lieutenant-colonel, in command of a California air base, the officer, with the crews of the 10 machines arrived at the Edmonton airport on

the afternoon of Saturday, July 21, leaving on the following Monday for the north-west.

The visiting U.S. airmen were greeted by His Worship Mayor D. H. Knight and a banquet was given in their honor at the Prince of Wales Hotel.

General Arnold is the first United States Army airman to receive the rank of full general, which was conferred upon him last March. He is 56 years of age and equal in rank with General George C. Marshall, Douglas MacArthur, and Dwight D. Eisenhower.

Mass Production in U.S.A.

Astounds Bulletin Writer On Visit to Big Plants

By B. T. RICHARDSON

Edmonton Bulletin Ottawa Bureau

Buffalo, N.Y., June 5.—Since Dec. 17, 1903, when the Wright brothers flew their first airplane Kitty Hawk, N.C., the airplane has come a long way. It has made more progress since 1909 than at any other period, and this war has forced an advance in aviation that might possibly have taken 25 years. A group of Canadian members of parliament, numbering 80, visited two great aircraft industries in Buffalo the other day. Buffalo is the fighter-planes capital of the world, for nowhere else are fast pursuit planes made so quickly and in such numbers. About 70 per cent of U.S. supply of fighter planes are made in greatly-dispersed factories in the Buffalo area.

The planes that the visitors saw were the P-3, or Airacobra fighter, built by Bell Aircraft Corporation, and three models built by Curtiss-Wright Corporation. The P-3, the Thunderbolt, and the giant C-48 Condor, the plane of the future, the plane of the great air offensive waged on Germany at present. That is a job for the big bombers, such as the British Lancaster or the Boeing Flying Fortress. But the planes seen in production in Buffalo provided a graphic revelation of the progress of American air power, in a war being determined in its shape and possibly in its final outcome, by air power. The visitors saw plenty to show the truth of the statement that U.S. aircraft production now exceeds that of the entire Axis. The production of planes of all types for military purposes in this country now exceeds at the rate of 10,000 per month.

SENSE OF PRIDE

It is a pity that wartime restrictions have kept Canadians from visiting the United States in the numbers that ordinarily crossed the borders. The American sense of confidence and pride in industrial achievement, the U.S. war effort, like Canada's, is hampered by many of the same problems of manpower, material supplies, and other factors. Moreover, the exchange of ideas between Canadians and Americans is a vital process in present and future relations.

Mr. R. B. Hanson did an excellent job for Canada in telling something of the scale of war effort in Canada, when the group was entertained at a banquet at the Hotel Statler in Buffalo by the Curtiss-Wright hosts. Mr. Hanson stated the viewpoint of Canadians and explained some of the pride they naturally take in their war effort, which is unequaled among nations of comparable size. Moreover, Mr. Hanson told his American listeners something else worth telling, that is, the part U.S. lend-lease played in the salvation of Britain and the cause of freedom before the U.S.A. entered the war. G. C. McGee, M.P., Ralph Maybank, M.P., J. A. Blanchette, M.P., and Hon. C. W. Olson made speeches appropriate to the occasion.

IS EFFORT

But whatever Canada's war effort, it is inevitably dwarfed by the scale of war production in the United States. Single companies produce a volume of aircraft equal to that of the entire industry in Canada. American war production is relatively no greater than that of Canada, when all elements of proportion are counted, but physically it is overwhelming. In aircraft, American planes are fighting on all fronts. The Airacobra, a small, fast, cannon-equipped pursuit has been in action in western Europe and out in the Pacific. Not long ago it was the airplane that could never be produced on moving assembly lines, like automobiles. But Bell Aircraft is making Airacobras on moving assembly lines, with a flow of parts and components reaching the assembly by overhead carrier

in the Alleghenies, as disclosed recently. The Commands is the giant U.S. army transport plane that will carry 10 men and a jeep, with all equipment.

The P-47 Thunderbolt is a big fighter, with a massive air-cooled motor. It uses a four-bladed propeller, evidence of the great power that drives it.

One discovery made by the Canadians is that Canada is not alone in the difficult problems of civilian supply and organization. The Curtiss-Wright company needs 1,000 women each week in its Buffalo plants. Its advertisements for men place the need at thousands. Many thousands of aircraft workers travel to work by private motor car, some of them coming for miles. The gasoline shortage is a great danger to the situation. Then the U.S. army has taken upwards of 40 per cent of the men from aircraft plants. The personnel problems are a continuing headache. Wages are high, but the civilian information from the companies is that the cost of living has soared at least 20 per cent. The companies provide huge caterer

INFLATION GREAT

Overhauling all this is the growing inflation in the United States. Whether or not inflation is getting out of hand, is a problem destined to come home to thousands of Canadians as they fly

The warhawk is the latest of the line of Tomahawks and Killers. It is the plane, for instance, that Canadians are flying

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Coast Mountains Not So Lofly In Far North

The Coast Mountains in the Yukon are the northwest extension of the Coast Mountains of British Columbia and have all the characteristic ruggedness of the latter.

In the Yukon, however, the elevations seldom exceed 7,000 feet, and they slope downward, terminating northwest of Klondike Lake.

On the southeast they are separated by the Sheslay Valley from the St. Elias Mountains whose front ridges rise abruptly in 7,000 feet or more.

The St. Elias Mountains extend southward and, out of even higher ridges lying between great valley glaciers and ice fields, stand the great peaks of their interior: Mount Cassin.

The game of huntling originated more than 1,000 years ago in the land.

Think Victory and Work for Victory

CECIL HOTEL

Jasper Avenue at 104 Street EDMONTON

U.S.A.A.F. Chief One of First Army Airmen

General Henry H. Arnold, commanding general of the United States Army Air Force, is among the earliest army fliers in the world. He has been named as pilot three years before the First Great War. Born at Gladwyne, Pa., General Arnold attended West Point Military Academy after high school and entered the army as an infantry lieutenant in 1907.

In 1911 he was one of the first U.S. army officers to receive training as an airplane pilot. He learned to fly one of the quaint old Wright biplanes. He was the first U.S. officer to win the Mackay Trophy, awarded for the most meritorious flight in the service. He won the trophy in 1912 for a flight to West Virginia from Washington to observe army operations at a cavalry camp in that area.

He also set an altitude record in the same year when he flew a plane at 6,500 feet. General Arnold was also the first military officer to report results of artillery fire from a plane to the ground by radio. He served in the First Great War and

Colorful Life Is Background Of A. J. Dimond

Delegates Anthony J. Dimond, to whom the letter by Lieutenant Newberry on the opening of the Alaska Highway was addressed, is one of the most colorful and outstanding figures in the Territory of Alaska.

For 14 years he has been Alaska's spokesman and representative in the United States Congress. Dimond, 42 years old, is tall and rangy. He came to Alaska 40 years ago to prospect for gold. An accident to his leg forced him into the comparatively inactive pursuits of law and real estate.

After he entered politics in 1929 he rapidly became Alaska's most popular public servant. In the last two elections he has been re-elected Democratic without opposition. Dimond is a Democrat and a Catholic. He is one of the pioneer advocates of the Alaskan Highway. It is believed that he will come to Edmonton this summer, heading a Congressional committee which expects to drive over the famous road all the distance from Dawson Creek to Fairbanks.

In the Philippines. He still flies his own plane. One of the best-known officers in the service he always wears a smile which has earned for him the nickname of "lap" Arnold.

Value Increases

Dairy products manufactured in Alberta in 1942 were estimated at worth \$31,700,000, an increase of \$4,000,000 over the 1941 figure. Poultry products increased \$5,000,000 to \$14,500,000 in 1942.

Landing Gear Must "Take It" In North Flying

That flying conditions in northern Canada have been costly for maintenance of aircraft, is a fact which has been known only too well to Canadian bush operators for many a year. This has been caused by lack of good landing facilities on ice and snow, with resulting damage to aircraft, particularly landing gear.

Winter conditions and temperatures have also had much to do with the improper working of moving parts of landing gear, and the failure of parts to function when required has caused not only damage but risk of injury to fliers as well.

MAKE EXPERIMENTS

In the winter of 1936-37, M. C. Aviation Company, at Prince Albert, Sask., carried out a number of experiments in the use of a type of pneumatic shock absorbing ski pedestal. This consisted of the use of a rubber bag, inflated by air, and contained in a metal housing mounted on the ski, plant officials explained.

As the aircraft equipped with this device came in contact with the landing surface, the weight of the aircraft was borne on this rubber bag, which was permitted to expand to the limit of the housing, and thus take up the shock and jar of landing. Different sizes of pneumatic bags were constructed to accommodate the various sizes and weights of aircraft.

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A DUTY The National War Effort has made it necessary for the Government to impose heavy demands on our industry in order that our armies at home and abroad, and civilian populations of our Allies, may be adequately fed. This means temporarily denying our domestic market of both the variety and quantity of meats to which it was accustomed. We are confident our many patrons will cooperate with our staff and management in this important duty and bear the inconvenience of rationing in the spirit and importance of its contribution to Victory.

Gainers Limited — EDMONTON



15th November, 1929.

Dear Sir,

I am commanded by The King to thank you sincerely for the file you have sent for His Majesty's acceptance, with your letter of the 19th September. The King is glad to have this record of his visit to Western Canada.

Yours truly,

A. G. Rhyll Esq.,
Edmonton,
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Nearly 10,000 Men, Women Speed War Production at Canadian General Electric

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Alaska Delegate



Anthony J. Dimond, delegate to the United States Congress from Alaska, who abhors the name Alaska, believes the name should be Alaska Highway, which the great majority of Canadians favor.

Northland Suitable For Wool Growing

Northern Alberta's rolling country is admirably adapted to the production of wool, which has an annual output of 4,000,000 pounds valued at \$1,165,000. The number of plants engaged in the wool industry is 26 with capital invested of \$1,000,000 and annual production valued at \$120,000. The average number of employees is 650 and the annual payroll \$1,395,000.

Meanwhile the company keeps pace with the growing demands of other Canadian war industries by supplying them with generators, motors and other essential electrical equipment so urgently needed to speed up war production.

Highly significant is the fact that girls comprise a large percentage of the thousands of workers. Well trained for their new jobs, they have proved to be both efficient and dependable, and they have helped materially to overcome the shortage of manpower.

Today all the vast manufacturing and engineering facilities of Canadian General Electric are devoted to the one important task of winning the war.

The transition began six months before the outbreak of the war when the company began to build large searchlights for anti-aircraft batteries and coast defence. Hundreds of these searchlights with their five-foot diameter lenses and 800 million candlepower are now on active service.

LARGE WAR PROJECTS

One of the largest war projects undertaken by the company is the manufacture of mounts and portable carriers for, and the complete assembly of, heavy 21 anti-aircraft guns. For this purpose a plant was erected and completely equipped with hundreds of new machine tools. The mounts for these modern guns comprise 1,200 parts and weigh over seven and a half tons. Twelve major sub-contractors under the "Bills and pieces" program are supplying material and parts for the mounts. These include preheaters, relays, solenoids and other control equipment. One of the outstanding achievements has been the establishment of large scale manufacturing facilities for the production of many types of aircraft instruments, practically all of which were manufactured formerly only in the United States or England.

C. G. E. is also playing a prominent part in the success of Canada's shipbuilding program. Here again normal products of the company—motors, are welding, industrial heating, are widely used in the shipyards to speed up production and save man hours.

In addition large quantities of equipment for the ships themselves are being supplied.

Are welding is used to quickly fabricate hulls and superstructures. The company supplies a substantial portion of the estimated million pounds of welding electrodes that are used each month in the welded fabrication of steel ships in Canadian yards.

Generators of 15 kw., 60 kw. and 80 kw. capacity are being built to supply electric power to auxiliary

equipment, special lamps, engine oil preheaters, relays, solenoids and other control equipment. One of the outstanding achievements has been the establishment of large scale manufacturing facilities for the production of many types of aircraft instruments, practically all of which were manufactured formerly only in the United States or England.

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Royal Visitors to Edmonton, June 2, 1939



This photograph of Their Majesties, King George and Queen Elizabeth, was taken by Alfred Rhyll, Edmonton photographer, on the occasion of the Royal Visit here June 2, 1939. The photograph was taken at the Canadian National Railway depot on arrival of the Royal couple. In recognition of the strategic importance of Edmonton as a world air centre His Majesty wore the uniform of Air Chief Marshal and Commander-in-Chief of the R.A.F. During his visit here, during the visit His Majesty captured the hearts of all who saw her by her winning smile, and charm and simplicity of manner. Northwest Albertans from the most remote parts of the northern half of the province flocked to Edmonton to pay tribute to Their Majesties, and approximately 100,000 persons thronged the grandstand seats along Kingsway on the occasion of the visit. The reception accorded by the spectators on Kingsway was stated to be the most outstanding of the Royal Visit.

less aboard trawlers, mine-sweepers, and cargo boats. Motors for deck auxiliaries, special marine fittings, wire and cable, special lamps, searchlights, refrigerating equipment are other C. G. E. products that go into Canada's new ships.

For the new 10,000-ton cargo boats, Canadian Allis-Chalmers, a C. G. E. subsidiary, is building a substantial volume, 2,500-hp. main propulsion engine and 10-hp. and 12-hp. pumps for the condensers.

In other factories more than fifteen hundred types of special lamps are being manufactured for the navy, army, air force and inspection boards, as well as lights for 3-inch mortars, moulded plastic fuse caps for shells, and many other components for war equipment.

Not so glamorous, but none the less important, are the normal products that the company is building for Canada's war and essential industries. Giant generators, transformers and switchgear to help satisfy the urgent call from war industries for more and more electricity are being built for the central station industry. For instance, Canadian General Electric is now building five 75,000 kva. generators. Canada's largest generators in electrical output, for an important hydro electric development.

Canadian Allis-Chalmers is manufacturing eight 80,000 horsepower hydraulic turbines to drive the generators. Motors, control electric furnaces, are welding equipment, wire and cable and fluorescent lighting equipment to speed production in Canada's war industries are still being manufactured from the plants of C. G. E. in volume.

ONE OF THE METALS

Machine of the country's most important contribution to the war effort is Carbonyl, a cemented metallic carbide that is used for machine metals and drawing dies. Carbonyl is an extremely hard and dense material and when used as a cutting tool in the machining of metal step-up production many times. In the turning of shafts, for instance, production is increased three to five times. Carbonyl dies are establishing remarkable production records in the drawing of brass shell and cartridge cases in Canadian ordnance plants.

In the mixing, refining and production of vital war metals—aluminum, nickel, zinc, copper, magnesium—C. G. E. equipment such as

transformers, switchgear, motors, motor-generator sets, control, lighting equipment is contributing in no small measure to the increased production urgently required. The most powerful motor, 8,000 horsepower, ever built in Canada has recently been supplied by C. G. E. to one of Canada's important metal plants.

Since the war started Canada's steel industry has greatly expanded its facilities to meet the need for steel for ships, tanks, shells and similar war equipment. Motors, transformers, motor-generator sets, control equipment, wire and cable manufactured by C. G. E. has been built in large quantities to enable

the steel industry to step-up its production.

With fifty years of electrical pioneering to look back on, C. G. E. continues to look forward. Hand-in-hand with its past, its research is constantly carried on to improve its products.

At the end of the war the result of today's research will make possible even more economical and efficient generation and distribution of electricity by Canada's progressive central stations, lower manufacturing costs in factories, and the production of new products that will contribute to better living.

As an illustration as to how the foremost filers of that day were of the future, the time has come when the short distance between two extreme points, and they applied this belief, taking into

the steel industry to step-up its production.

With fifty years of electrical pioneering to look back on, C. G. E. continues to look forward. Hand-in-hand with its past, its research is constantly carried on to improve its products.

History-Making Airmen Have Visited Edmonton Since First Hangar Built

By CAPT JAMES BELL

Manager of Edmonton Municipal Airport

The Edmonton airport is located on what was known as the "Hagman Estate". In the boom days of long ago the property was once a flourishing sub-division, and in the ordinary course of events, sold to the public, and following the usual practice in time reverted to the city for taxes.

In deciding to hold this property, the city fathers built better than they knew and their judgment and vision has been amply repaid in as much as we have today one of the finest airports in Canada, conveniently located and not being more than two and one-half miles from the centre of the city.

It is a far cry from our spacious modern airport of today with its 4,000 feet of all-concrete runways, up to the minute administration building and hangar space and equipment running into the millions of dollars, to the very modest beginnings of some 20 years ago.

It was also far from this time that the field should have official recognition and on June 6, 1928, Blatchford Field became the first Canadian airport to receive a dominion government license.

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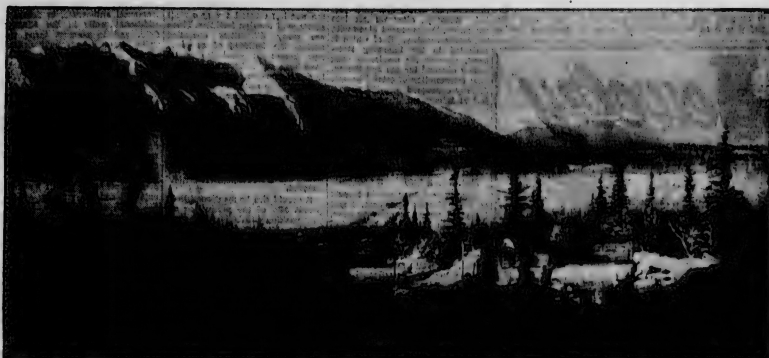
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OPENING OF THE GREAT NORTHLAND!

Our men and machines
take important part in
epic achievement!



Pte. D. E. Neff, of Detroit, shows where he would like to use his axe. U.S. army engineers keep their sense of humor as they blaze trail through 1200 miles of bleak Canadian wilderness to build vital military highway from the border to Alaska.



Yoon Aris, Chicago, gives his autograph to Frances Harg of Beaver Lodge, Alberta. People of tiny northern towns welcome visitors, like their breezy informants.



Notable among the many recent construction projects in Alaska which together ran into hundreds of millions of dollars was boring of two miles through the Chugach Range for the Alaska Railroad's new line between the Portage Junction, Southeast of Anchorage, and Seward. The tunnel through the Chugach Range, between the Portage Canal and Portage Construction Co., Boston and Seattle, was done by Northern Construction Co., of E. W. Stewart Ltd. American subsidiary of Northern Construction Co. To finish the job two large teams were sent from the east, the first and only Army Navy units ahead of construction time and crews in Alaska. Only Army Navy men worked in the tunnels. One team bored the 7½ miles of the "A" bore of 30,970 feet; the other 4680 feet and the grading of 7½ miles of bed.



Shows the placing of timbers at the portal before drilling was started. The portals were timbered with cell 12 by 12's mixed side by side.



Conway mucking machines and F' gang muck cars were used on the big job. At the right is shown part of one of the storage-battery locomotives that did the hauling.

WE ARE proud to have been associated in the construction of the great Alaska Railroad! This important project links the north with the outside world. The development of its vast resources will play an important part in post-war rehabilitation. In the meantime, it's paving the way to ultimate Victory!

NORTHERN CONSTRUCTION CO.
and
J. W. STEWART LIMITED
Engineers and Contractors

NORTHWESTERN DREDGING COMPANY LTD.
VANCOUVER, BRITISH COLUMBIA

AMERICAN AFFILIATE: WEST CONSTRUCTION COMPANY

Gas Company Struggles To Meet Great Demands Of War-busy Edmonton

By JULIAN GARRETT

General Manager Northwestern Utilities Ltd.

Because of the necessary curtailment of the use of critical war materials, and because of the shortage of manpower, brought about by the war, many unusual problems have had to be met and solutions sought under the limitations that have arisen. While this is a general statement, applicable to almost every business and industry throughout the country, the natural gas business is certainly no exception.

A high percentage of its employees have enlisted in the armed services, and their places have had to be filled, temporarily at least, by persons largely untrained in the business. Furthermore, because of the huge war load which has been superimposed upon the over-increasing civilian load, staffs have had to be materially augmented.

On the other hand, the basic material required to expand the facilities of a natural gas utility, in order to meet the increasing demands for service, is steel, one of the most critical materials in a war of the present magnitude. Permits for its use must be obtained from the steel controller; priorities must be sought, and such other governmental authorities must be secured as may be necessary under the circumstances. The need for such regulation is obvious, but it all takes time, and time is an element

of vital importance in the extension of gas service to war establishments which seem to grow up with the rapidity of the proverbial mushroom.

Edmonton is now a city of considerable importance in the prosecution of the war effort. Many units of the Combined Air Training Plan are located here. It is the headquarters of the Northwest Division of the United States Engineers; their base of operations is in the far north in connection with the development of the Alaska Highway, and other projects. Numerous army reserve units are located here, as well as many industries directly and indirectly connected with the war effort.

It is small wonder that practically all of these war establishments demand natural gas for their fuel requirements. There are many sound reasons for this, convenient, economical, and safe. No storage space is required nor is

Gas In Demand



Julian Garrett, general manager of Northwestern Utilities Ltd., who describes the struggle of his company to meet vastly increased demands for fuel under war conditions in Edmonton.

there any delay in delivery. It is flexible, easily controlled, and labor is reduced to a minimum.

THINGS MOVED FAST

It will be remembered that Canada's war effort did not apparently gain impetus very quickly in the early part of the war. This tendency is also noticeable in the demands made upon the gas industry in Edmonton during this early period. However, after we got into our stride, things moved along with increasing rapidity, all of which is reflected in the following statement showing the maximum peak hourly demand for gas and the annual consumption of establishments directly concerned with the war effort in Edmonton:

	Max Peak Annual	Hourly Demand	Cu. Ft.
1939	15,000	41,000,000	
1940	24,000	91,400,000	
1941	34,000	219,400,000	
1942	37,000	471,500,000	
1943	52,000	1,155,500,000	

The above figures are in respect of the following categories: Royal Canadian Navy Volunteer Reserve; Department of National Defence, No. 2 Air Observer School, R.C.A.F. Department of National Defence (C.O.T.C. University of Alberta); Assembly Plant No. 4 Initial Training School, R.C.A.F. No. 3 Manning Depot, R.C.A.F. Base Ordnance Depot Military District No. 13, U.S. Army and Northwest Airlines at Airport, U.S. Engineers Division Office (Area Project), U.S. Contractors on Alaska and Canal projects, U.S. Army Engineers (Dominion Motors Building), U.S. Army Signalers, and Northwest Airlines (Old Government House).

Gas is used in these war establishments principally for cooking,

boiler heating, and space heating. But in the past few years, gas has been particularly adapted for many industrial heat-treating processes. It is used for tempering steel parts under temperatures up to 1800 deg. with the heat automatically controlled and continuously recorded. Other metals are given various treatments by the application of gas heat, where refinements of temperature, and control are essential.

GAS SAVES TIME

At the plant of Aircraft Repair Limited, it was the custom to heat up a certain tubular frame for air planes, using several oxy-acetylene torches and several men to heat the tubing as it was formed into a circle. This process was found to be very cumbersome and an inferior product usually resulted. In co-operation with our engineers, a small heating furnace was designed and built to heat the pieces of tubing sufficiently to permit only one man to bend the tube into its circular form in a matter of minutes. This has resulted in a considerable number of man hours of labor and eliminating the use of oxy-acetylene torches. The resulting product is far superior and in fact compares very favorably with original manufactured product.

Natural gas is not only contributing to the war effort in Edmonton directly, but it is also making a very valuable contribution indirectly in many ways. The phenomenal influx of Americans and others to our city in connection with the war effort has created a very serious shortage of housing facilities. Many difficulties operating against the building of as many new homes as otherwise would have been built. This has resulted in the conversion of a vast number of homes into suites, to accommodate two or more families. These conversions have been greatly facilitated because of the availability of natural gas to solve the fuel problem. Had it not been for the ease with which this particular problem could have been solved, undoubtedly a great many of these conversions would never have been attempted.

It should also be mentioned that about 85% of the production of the packing plants in Edmonton is devoted to the supplying of the needs of Great Britain and our armed forces in the Pacific. These packing plants will use in 1943 about 550,000,000 cu. ft. of natural gas, 85% of which is 550,000,000 cu. ft. This added to the 11,500,000 cu. ft. to be used this year by our war establishments, amounts to 1,700,000,000 cu. ft. or more. The estimated sales for the year. Gas is also used in many other industries and establishments, and these are also contributing to the war effort.

NEED EXTENSIVE

The City's War Housing project, involving the construction of 350 new homes, contemplated the installation of gas in each home for all domestic purposes. The gas company has not been advised of the exact area in which these homes are to be built. However, it has been indicated that, in order to prevent overcrowding of schools, it may be necessary to locate them in the five or six different areas. An effort will be made to so locate them as to reduce to a minimum the further extension of utility services. Notwithstanding this, however, so far as gas in connection, some major extensions will probably have to be made.

To provide for the necessary additions of our plant, to enable the company to meet the extraordinary increase in the demand on our system, has resulted in constant planning to meet changing conditions, and because of the shortage of materials and the difficulty of obtaining them when and in the quantity desired, we have had to exercise a considerable amount of foresight and even ingenuity. For example, in the fall of 1940, we estimated that it would be necessary to add another 9 1/2 miles to our duplicate main line. An order was accordingly placed for that amount of 12 1/2" pipe, for delivery May 1, 1941. Subsequently we were advised that the delivery of this pipe could not be made until some time in August. Considerable difficulty was experienced in getting the necessary priorities, with the result that the delivery date was advanced several times. We finally got the pipe however, on October 1st. The fire wells in the Kinross field had been drilled that year, and as the production of these wells was found to be much higher than had been anticipated, it was found by carrying slightly higher pressure on our main line that seven miles of duplication would be sufficient to meet the demands on the system during the following winter.

HAD TO IMPROVE At the commencement of the 1942 construction season, we therefore had 2 1/2 miles of 12 1/2" pipe on hand. We had planned, in 1942, on duplicating 4 1/2 miles of our main line between Viking and Edmonton, with 12 1/2" pipe, and on enlarging 17 miles of our 8" pipe to 10", Viking and Kinross with 10 1/2" pipe. We therefore placed orders in December, 1941, for the required quantity of pipe. We obtained a priority which we thought would enable us to get delivery of the pipe on July 1. However, we asked for a higher priority which we finally got, only to be asked for a still higher priority which we did not get. As soon as we realized that we were not going to get the pipe on order in time to get it into the ground before freeze-up, we took up 9,600 feet of our duplicate 12 1/2" line, and replaced it with used 16" pipe which we were fortunate in obtaining from another company.

Traffic Manager Volume of TCA Traffic Here Grows Steadily

By D'ARCY S. McLEOD

Edmonton Traffic Manager T.C.A.

It has been interesting to watch the consistent growth in volume of traffic and importance in connection with the war effort, of the Lethbridge-Edmonton route of the Trans-Canada Airlines. This route is only 301 miles long, but since it was inaugurated in 1938 to carry air mail and express in connection with the daily service between Vancouver and Montreal, it has proved itself to be one of the most important links of TCA's transcontinental service.

On April 1, 1939, TCA inaugurated passenger service, then, one trip daily each way from Montreal to Vancouver, and two trips daily between Lethbridge, Calgary and Edmonton. This placed eastern points of both the United States and Canada within from 14 to 18 hours travel time of Edmonton, and Canada's west coast a matter of five hours. This service has played a very important part in speeding communications—air mail, air express and passengers—that have so closely connected the work on the Alaska Highway and the great development north of Edmonton with headquarters in eastern, southern and western United States and Canada.

TCA, from its inception foretold the important position Edmonton and the area to its immediate north and northwest would soon play in the scheme of international air travel. This forecast was borne out by the fact that the amount to about \$200,000.00 made up as follows:

Production System	\$240,000
Transmission System	247,000
Distribution System	67,700
General Property	19,000
Total	\$583,700

Due to the large amount of Dominion Income and Excess Profits Taxes which we are required to pay, only a very small portion of the revenue derived from the new business added to our lines is retained by the company, but in spite of this, we have the gratification of knowing that our line is some measure contributing to the war effort and doing the best we can to alleviate the fuel shortage in the City of Edmonton.

HEAVY CONSTRUCTION

We are faced with the heaviest construction program in our history since the original construction of the system. Our estimated capital expenditure this year will

air routes. An inkling of the future relationship of Edmonton and TCA is contained in the airline's annual report tabled in the House of Commons a few weeks ago. A dotted line on the map in this report indicates a projected route from Toronto to Edmonton, crossing the Great Lakes. With the present service between Toronto and the U.S. metropolis of New York, the line is straight from New York to Edmonton. Beyond Edmonton, it dotted line points to the Yukon, Alaska and Asia.

An shorter route across the Great Lakes and the prairies may have to wait until after the war when we can acquire multi-engine equipment. International service, such as that to Alaska, is in operation until victory has been achieved.

Even in 1938, the transcontinental schedule was extended from Montreal to Moncton, N.B. The smaller aircraft—Lockheed Electras, were used, and six new Lockheed 14s were acquired, standardizing all equipment and bringing the fleet up to 15.

Early in 1940, air mail and passenger service was in operation.

The second flight daily was inaugurated on the transcontinental route, and another daily trip was added between Toronto, Ottawa and Montreal. In August passenger service was established between Toronto, London and Windsor, and six new Lockheed 14s were purchased.

EXTEND SERVICE The 1941 service was extended to Halifax in April, and to New York from Toronto in May. This service brought New York to within 17 flying hours of Edmonton.

Officials of the City of Edmonton are to be commended on the foresight they showed in developing Blackfoot Field, and the facilities for handling passengers, especially in the building last year of the new Administration Building. TCA are now able to offer facilities for handling passengers arriving and leaving Edmonton, that are second to none in Canada, and compare very favorably with those of United States points.

The name "Alaska" is a corruption of a native word possibly meaning "mainland" or "peasants."

Canada Frames Vigorous Post-War Air Program

Dominion's Plan to Solve Transportation Problems Studied in United States

By JOHN H. DUBERTON
Aviation Editor, New York Herald Tribune

The Canadian government's aviation policy, enunciated on April 2 by Prime Minister W. L. Mackenzie King, is recommended reading for American legislators and statesmen who have ambitions to be identified with post-war programs for American aviation.

Important Works



United States consul-general in Edmonton, John Randolph, places emphasis on the importance of developments in the northwest. Mr. Randolph told The Edmonton Bulletin: "These developments in northwestern Canada are, in my opinion, of the greatest importance from the point of view of the present world crisis, and they promise to be of equal importance in the post-war period. Personally I am glad to have served in Edmonton at such a time."

In the first place, Canada is completely alive to the importance of its geographical position in international air operations and obviously is determined to make the best use of it as a bargaining point.

"Canada today," the Prime Minister said, "is the fourth greatest military air power among the United Nations, and in the post-war period Canada can make an equally great contribution to civilian air transport."

"The government intends to press vigorously for a place in international air transportation consistent with Canada's geographical position and progress in aviation."

BEEF BITTER BATTLE

Here is the United States and there is the United States, but undeniably is going to be a bitter battle among the domestic air lines over their rights to compete with foreign lines, as well as with foreign lines, in international traffic.

The airlines which Northeast Airlines and Chicago & Southern Air Lines already have filed for permission to fly global routes to Europe and the Orient are indicative of what is coming.

No government agency has made any serious effort as yet to decide what plans are going to carry the American flag in foreign air traffic, although domestic disagreements on the subject certainly are not going to strengthen the front which

Knows Northwest



Robert "Bob" Randall is another veteran of the north sky trails. He was pilot of one of the planes that searched for the lost Russian flyer, Lavrentyev, who disappeared in the northwest while on an attempted flight from Moscow to the United States a few years ago.

American diplomats will present at the peace conference. This situation is contrary to the wishes of the beleaguered men in aviation.

HEALTHY SIGN

In some circles the beforehand filing of applications for global routes is regarded as a healthy sign of the flourishing state to be expected of international air traffic after the war. It is not so regarded, however, by some executives of domestic air lines which might be expected to leap into the scramble along with Northeast and Chicago & Southern.

Their point of view is that a healthy optimism are greatly exaggerated the amount of international traffic to come and that the airlines which have filed are not half a dozen American competitors will be ruinously small for any one of them.

Government subsidizing of a number of lines engaged in competition among themselves as well as with foreign government-backed lines, they believe, would create such a mess that government ownership would result. They point out that foreign governments always have put all their eggs in one basket when it came to doling out subsidies for transportation systems.

NO GOOD REASON

In Canada, on the other hand, the program for international air operations is not going to be based by internal disagreement. It already has been decided who is going to fly the Canadian flag.

"The government," Mr. Mackenzie King said, "has no good reason for changing its policy that Trans-Canada Air Lines is the sole Canadian agency which may operate international air services."

In addition to having an exceedingly important geographical position in post-war air operations, Canada is likely to have a flourishing aviation industry, thanks to the war.

FULL PRODUCTION

After being pretty much left out of the aircraft manufacturing picture in the early days of the war, Canada this year is getting into full production of a diversified line of aircraft. Besides building training planes, she is turning out plywood Mosquito bombers and giant Lancaster four-engine bombers, both of which will give Canadian technicians experience in the art of building the cargo planes of tomorrow.

The Prime Minister said in his report to the parliament that the Canadian government was carefully studying the problems that would have to be dealt with in the post-war conference negotiations on air transport. If any such careful study is being made in Washington, it is being just as carefully considered.

Between 1937 and 1939 Canada produced 700 of the value of about \$107,000,000, of which about 86 per cent. represented deliveries taken on the British Isles.

Highway Opens Great Country For First Time

Construction of the Canadian-Alaskan Military Highway through the southern Yukon opens to motor travel regions heretofore inaccessible to all but the most intrepid explorer or prospector. For a distance of more than 600 miles the new route traverses areas of scenic grandeur, rich in undiscovered natural resources, and offering outstanding opportunities for the prospector, hunter, angler, and lover of the great outdoors.

The new highway, which connects Dawson Creek, British Columbia, with Whitehorse, Yukon Territory, and Fairbanks, Alaska, links up with an existing route from Edmonton, Alberta, to Dawson Creek.

GENTLE GRADES

Descending the western slope of the divide in Yukon territory the route touches Teslin Lake, a body of water more than 60 miles long. On again by easy grades and through open valleys, the highway bridges the Teslin and Levea rivers, reaching Whitehorse, terminus of the railway from the water at Skagway, Alaska, and the head of navigation for the mighty Yukon river. Westward from Whitehorse the route heads through Champagne to Klondike Lake, passing through the coast mountains by an open valley in scarcely perceptible gradients.

The highway now enters one of the outstanding scenic regions of North America, with the St. Elias mountains in full view to the south. These mountains contain dense peaks which rise to elevations of more than 11,000 feet above sea level. Included is Mount Logan, highest in Canada, whose lofty snow-capped peak rises above the clouds to an altitude of 19,850 feet, and is rivalled only by Mount McKinley in Alaska—29,000 feet—which is the highest mountain in

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"I don't want to be a Superman!"



Open letter from Hans Schmidt of Hensy, B.C., to his cousin, Hans Schmidt, Hamburg, Germany.

"Dear Hans:

"I have been a long time writing to you and I don't know if this will reach you, but things lately have touched me so deeply that I feel I must try to get in touch with you somehow."

"You are my cousin. It is 35 years since I left Hamburg and you, my beloved girl, to come out to this great new country of Canada. Since then you have married and had two sons, Friedrich and Karl, and I have married and had two sons, Johan (John) and Leopold. They are all about the same age, 22 and 20. My boys are Canadians. Your boys are Germans. Two years ago the older one, John, joined the Royal Canadian Air Force, and last year the younger one joined an infantry battalion and has now transferred to the "paratroopers." These boys do not know Germany, and the only German people they know well are their parents and a few other families near here who came from Germany many years ago.

"But John is now on bombing tasks from England, and I know that lately he has been flying over Hamburg. Over Hamburg, and you, my beloved cousin, and blood relatives. Your boys will probably be airmen, too, perhaps night-fighters seeking to shoot down my son; or anti-aircraftmen, pointing guns at him from the ground. Hans, this is not war, it is fratricide. That Hitler and his Nazi companions must be crazy. How do I come to be here,

in Canada, in British Columbia, which alone is larger than Germany, if it were true what he says that Germany must have Lebensraum. Let him see my farm, let him meet my neighbors here in this lovely Fraser Valley, let him learn how my two sons, strong and stalwart as ever they could have been, and probably healthier than they would have been if I had never come to Canada. Well-educated, university trained, both of them. Why does he set you and my blood brothers at the Old Land against us? There is nothing of the British countries it is possible to make rapid changes for improvement without resort to force. Show this letter to your neighbors, better, I shall try to get the Royal Canadian Air Force to drop millions of copies over Germany."

"I watch political developments in the world. In Canada I vote for whom I please, and I choose always the man of progressive views. Nothing is perfect in this world, but within the political machinations of the British countries it is possible to make rapid changes for improvement without resort to force. Show this letter to your neighbors, better, I shall try to get the Royal Canadian Air Force to drop millions of copies over Germany."

"Hans, I plead with you. Wake up your countrymen. Death now comes to you, but death walks close behind your sons and mine. They are the hope of the world, the younger generation. For them we should be willing to die if we must."

"Your deeply-troubled cousin,

"HANS"

HEAPS ENGINEERING offer the above letter in the hope that it may indeed reach Hans of Hamburg and his countrymen.

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"... and he shall judge among the nations, and shall rebuke many people; and they shall beat their swords into plowshares, and their spears into pruning hooks: nation shall not lift up sword against nation, neither shall they learn war any more."—Isaiah, Chap. 2, Verse 4.

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Starring Leon Errol with Ozie Nelson and His Orchestra

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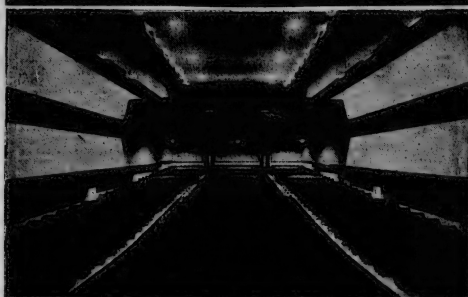
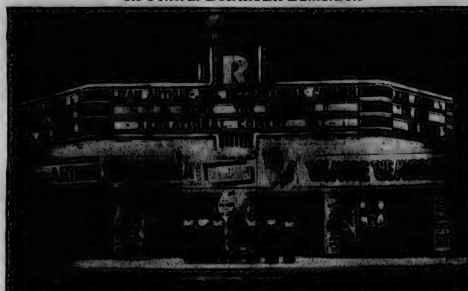
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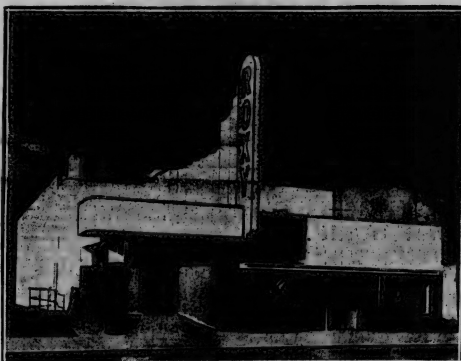
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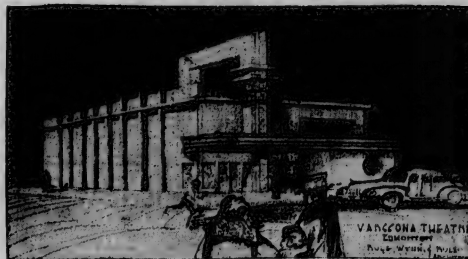
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Historic Scenes as Alaska Highway Officially Opened



The above picture shows Hon. Ian Mackenzie, minister of pensions and health in the Dominion cabinet, who represented this country, cutting the ribbon that officially opened the Alaska Highway. Brig-Gen. James A. O'Connor, officer commanding the North-West Service Command, United States Army, who also took part in the ceremony, is shown in the group and inset to the left.

Bulletin Goes North by Plane



The great north is not so far now, and it is machines like the one above that made it possible to eliminate the word "far" whenever reference is made to the north. Shown is a Circulation department representative handing Miss Melba Tamney, R.N. Stewardess, a supply of Bulletins for the north country. They will be delivered to residents of Whitehorse seven hours after the big 16-passenger C.P. Air Lines Boeing leaves the Edmonton airport. Inset is W. Grant McConachie, general manager of Canadian Pacific Air Lines Ltd., western division.

View of Power Plant



City of Edmonton steam power plant, looking through the steel girders of the 18th street bridge. The plant is owned and operated by the city as are other utilities, street railway and telephone systems.

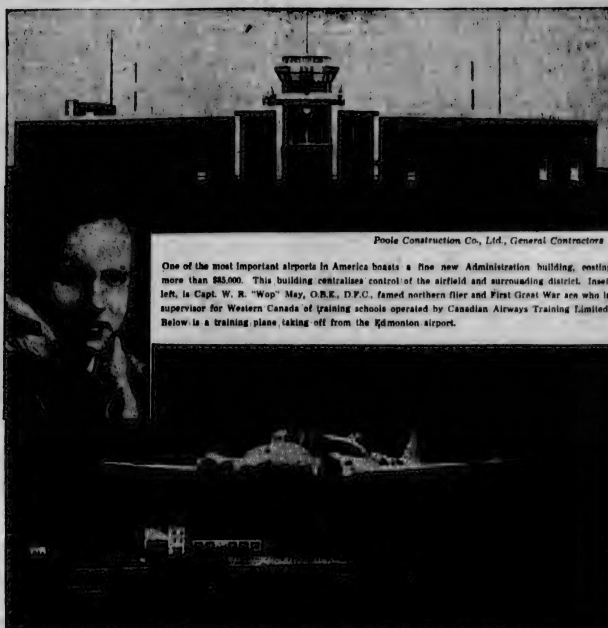
Advertisement



Pictured is a typical down-town Edmonton street scene in mid-winter. It shows Jasper Avenue, along which a constant stream of traffic pours. Workers fill the street cars and buses; jeeps, and army trucks of every kind rush about.

John W. Fry, now serving his sixth consecutive term as Mayor of the City of Edmonton, is pictured at the left.

Fine New Building Serves Edmonton's Busy Airport



Pooler Construction Co., Ltd., General Contractors

One of the most important airports in America boasts a fine new Administration building, costing more than \$85,000. This building centralizes control of the airfield and surrounding district. Inset, left, is Capt. W. R. "Wop" May, O.B.E., D.F.C., famed northern flier and First Great War ace who is supervisor for Western Canada of training schools operated by Canadian Airways Training Limited. Below is a training plane taking off from the Edmonton airport.

Aircraft Repair Ltd.—Largest in Canada



Largest plant of its kind in Canada is the expansive Aircraft Repair Ltd., located at the Edmonton Airport. Training planes from all over Western Canada, and even some of the tremendous transport planes are "tuned up" and repaired therein. Pictured above is the "nose" of one of the world's largest transport planes. The massive four-motored machine is exceeded in size and weight carrying capacity only by the new Lockheed Constellation. It can fly the Atlantic ocean with cargo and passengers.

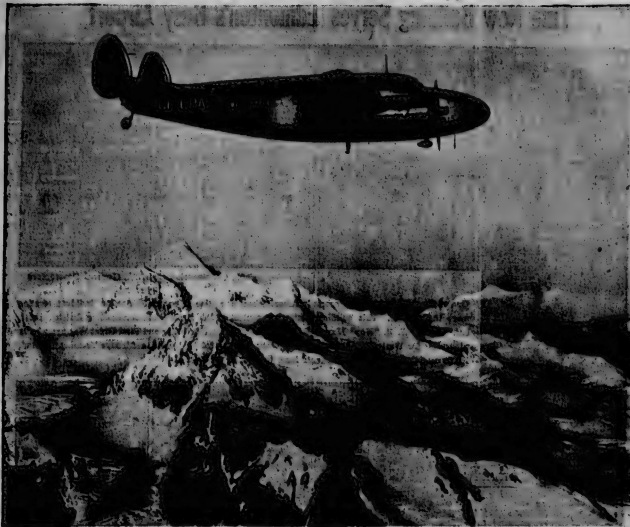
Government Buildings, Edmonton



Edmonton, Alberta's Capital City, has fine and spacious Government buildings. Pictured above is the Legislative building. Inset is the Hon. Ernest Manning, Premier of the Province of Alberta.

Military Projects Direct Attention to New Riches

Swift C.P. Airliner Hurtles Over Snow-Capped Peaks



A few years ago it was a six months' journey to the Yukon and Alaska, by land and water. Now swift, comfortable airliners roar north at 200 miles per hour or better, to land the passenger in the Klondike in just five and one-half hours from Edmonton. From Edmonton to Fairbanks, Alaska, is only an overnight flight. Above is a C.P. Air Lines Lockheed sailing over the mountains between Watson Lake and Whitehorse on a daily scheduled flight. The once mysterious land of the midnight sun is no longer remote. The spell of the Yukon has been finally broken.

Good Contacts Service Yukon

Communication with the Yukon Territory from outside points is maintained with the aid of telegraph, radio, and mail services. Local telephone service is also provided at several points within the Territory.

The Dominion government telegraph system connects Tagish, Whitehorse, and Dawson with points in British Columbia. This service was inaugurated in 1930.

when the Dominion telegraph system was extended from Ashcroft, via Hamilton, Telegraph Creek, and Atlin in British Columbia, to the places mentioned. This line provides connection with commercial telegraph services in Canada.

The Northwest Territories and Yukon radio system connects Dawson, Mayo, and Whitehorse with Edmonton, Alberta. Private commercial radio stations are also operated at Burwash Landing, Carcross, Clear Creek, Frances Lake, Old Crow, Terlin, Watson Lake, and Whitehorse.

A telephone system operated by the Yukon Telephone Syndicate in

the city of Dawson also serves various mining centres in outlying districts. Mayo Utilities Company operates a telephone service in Mayo, and also between Mayo, Keno, Wernicke, and intermediate points.

An automatic telephone service is operated in Whitehorse. It serves the various departments of government service, the airport, transportation services, and business and residential sections of the town.

Use of Power
Alberta coal mines in 1940 used 31,980,119 kilowatt-hours of electricity for use in their operations.

Five Shale Pits Are Operating

In 1940, five shale pits were in operation in Alberta, producing 33,184 tons of shale and clay, from which 9,861,326 bricks were made, as well as 8,118 tons of hollow tile. Since 1930, 271,382 tons of shale have been mined, from which have been produced 90,110,800 bricks and 14,631 tons of tile.

The Yukon has been a steady producer of silver, and in 1935 yielded 1,684,106 fine ounces, mostly from Keno and Galena Hills, in the Mayo district.

War Activity Advancing Northland's Development By at Least 100 Years

By W. LEIGH BRINTNELL

President of Aircraft Repair Ltd.

In 1929 I organized and commenced the first air service into that vast empire north of Edmonton called the North West Territories and the Yukon. Prior to that, boats and dog-teams had been the only means of transportation, and the fur-trading business was the only one being conducted.

The airplane soon made practicable possible which could not have been done before. Consequently the richest feldspar deposits in the world were opened up and are still working. This was the impetus for prospecting to go into other areas such as Goldfields and Yellowknife, where many mines were brought into production.

ONLY OUTLET

Geographically and physically Edmonton is the only outlet for all of this vast country. The airplane development before the war period, which I pioneered and originated up to that time, focused the attention and interest of the mining world, the oil companies and our government, on the great potentialities of this area. The war came along and resulted in the building of the Alaska Highway as well as a network of airports and roads. This has undoubtedly advanced the development of the country north of Edmonton by at least 100 years.

After the war, unprecedented activity will take place and natural resources of all kinds will be found and developed, which will mean that tens of thousands of new citizens will pour into the country. This country offers more opportunities for individuals who wish to take advantage of them, than was offered to the migration of people from the eastern part of the United States to the west a hundred years ago.

WILL CONTINUE

Many people feel that after the war all of the present activity will cease. From my intimate knowledge of the country for many years, and as a result of the last flying trip I made around the entire area in March of this year, I am certain that activity will increase. We are still a pioneer country. The mine and oil industries will concentrate most of their activities in this area by reason of the fact that the country is now just as accessible as northern Ontario and Quebec are at the present time.

I have flown over the northern

Sees Advance



W. Leigh Brintnell, president of Aircraft Repair Ltd., who states the war has advanced development of the north by at least a century.

Going Up

Petroleum produced in Alberta in 1944 totalled 10,143,270 barrels, worth \$38,317,000. These figures represent an increase of 234,627 barrels over the 1941 production, and the resulting increase in value was \$1,707,000.

Co-Operation Pays Dividends In War Plants

Union-management co-operation in the campaign to subside Hitler's assembly line has achieved results in the two Montreal plants of Hordern Aviation. At the Vaux avenue plant, more than 30 suggestions for improving output were submitted by the workers in the Joint Production Committee and prizes have been distributed to the employees offering the most constructive suggestions.

MANY ACCEPTED

Reports from the Joint Production Committee show that 45 of the 50-odd suggestions turned in during the campaign were worthy of trial and of these six merited War Savings Certificate awards.

From the Cartierville plant of the company the Joint Production Committee reported that eight workers had been given cash awards varying from \$11 to \$86 for the best suggestions for improving production. The committee feels that these results of co-operation are only significant in that they show what can be achieved through thinking and teamwork.



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The heat of battle calls for heat behind the battle. Heat treatment is a "must" for thousands of parts for airplanes, ships, guns, tanks, bombs. Whatever the size, modern industrial GAS equipment is serving to shape the implements of war for land, sea and air.

These call for extreme precision in heating, often as many as 15 different heat treatments to assure the special characteristics these munitions need. Precision heat treatment with GAS is helping many war-industry plants with critical requirements—besides saving scarce materials.

Food dehydration—to save shipping and speed transport—is coming to the fore very fast, and

the gas industry has developed de-humidifying systems which solve this problem, quickly, efficiently and economically.

GAS is playing a major role in the speed-up of Canadian industry, as it did in Peace. When the emergency came Gas was ready because years had been spent on research, engineering and experiment.

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Phone 21010

ALBERTA INDUSTRY IN STEP FOR VICTORY

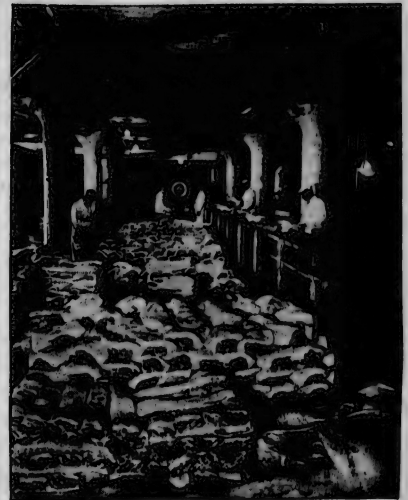


Coal Mining! The industry that feeds them all. Alberta mines produce over seven million tons annually. Alberta has valuable coal reserves of over forty billion tons.

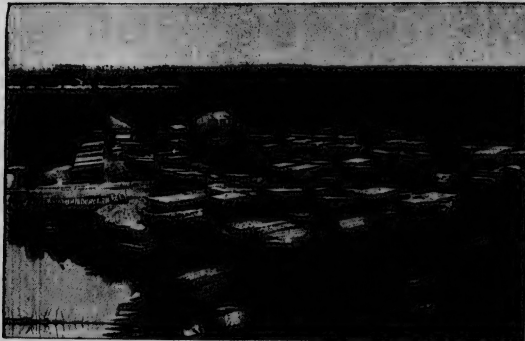


Line production methods in aircraft production! New a familiar sight in Alberta.

Food for the United Nations! Alberta meat products flow steadily from giant packing plants.



The Hon. E. C. Manning, Premier of Alberta and Minister of Trade and Industry, has pursued a consistent policy of assisting expansion of Alberta's primary and secondary industries. Pictured here are a few outstanding examples of Alberta industry, geared for victory production.



Lumbering! One of Alberta's oldest established industries, now going stronger than ever. Shown above is a typical saw mill in central Alberta.



Shoes for the feet of millions! Army, Navy, Air Force and civilian needs are largely supplied from Alberta tanneries.



Bearing the load of heavier transportation, Alberta's petroleum refineries meet the fuel needs of the air roads, high roads and the sea roads of the world.

Alberta wool finds its way through these machines into blankets and clothing for the armed forces.



Milk, butter and cheese! Alberta's dairies feed the United Nations—immense quantities of butter and processed milk are exported every day.



In spite of rationing, Alberta's sugar production meets the ever-growing demand. It helps sweeten the situation.



Refrigerated Alberta chicken, ready for export.



Food for Britain! A carload of Alberta dried eggs, ready for shipment.

Steamboats Have Plied North Rivers for 56 Years

Hudson's Bay Transport Serves Needs of North Along Water Highways

For 56 years steam vessels have plied up and down the Mackenzie river, carrying food, furs, construction materials, and of late, the tools of war. It was in 1887 the first steam vessel, the S.S. Wrigley, was built and launched at Fort Smith, to trade up and down the great north waterway.

Prominent

Prominent in the cargo-carrying activity on the Mackenzie River is the Hudson's Bay Company Mackenzie River Transport, which operates from Waterways, the head of steel, right up to Tuktoyaktuk, on the Arctic coast. The transport system was originally organized for the convenience of the company, in supplying its posts up and down the river with goods, and bringing out the rich furs traded at these posts.

TRANSPORT DEVELOPS
But as the country developed, so did the transport system, and today supplies are carried for stores that have sprung up in the wake of the influx to the North country, as well as supplies for prospectors and miners. The Mackenzie River Transport system covers a larger area. The Mackenzie Basin embraces an area of 80,000 square miles. Principal sources of the Mackenzie itself are the Peace and Athabasca rivers. These two join just below Lake Athabasca to form the Slave River, which empties into Great Slave Lake, the huge reservoir of the Mackenzie River system. The lake covers an area of nearly 10,000 square miles.

Lee S. Williams, president of the Edmonton Exhibition Association and well known throughout the province, was president of the exhibition association has encouraged agricultural development in Northern Alberta.

Loaded Barges Leave Fort Smith



Barges loaded with oil barrels for the machinery of war on the northwest front, move out of Fort Smith on the long water journey north. Small power boats are pushing the heavy load away from the wharf. Work of this kind demands skill and knowledge of northern waters.

transport system, is the largest basin in Canada, and second largest on the continent. Only the Mississippi system covers a larger area. The Mackenzie Basin embraces an area of 80,000 square miles.

Principal sources of the Mackenzie itself are the Peace and Athabasca rivers. These two join just below Lake Athabasca to form the Slave River, which empties into Great Slave Lake, the huge reservoir of the Mackenzie River system. The lake covers an area of nearly 10,000 square miles.

Distance from the Mackenzie outlet on Great Slave Lake to the Arctic Ocean is over 1,000 miles. The whole waterway from the headwaters of the Finlay, a tributary of the Peace, to the Arctic, is two and a half times greater, 2,825 miles.

EDMONTON'S IMPORTANCE
Since Edmonton was founded as a main trading-post of the Hudson's Bay Company, the city has served as main trading point for an area which is roughly one-quarter of the area of Canada—the upper valley of the Saskatchewan River sys-

tem, and the Mackenzie, Athabasca and Peace drainage basins. The route of trade in Edmonton's earliest days was down from this vast area, through Edmonton, and down the Saskatchewan to Hudson Bay, but the coming of the railways, and the airplane has changed the latter part of this long journey. But still the waterways form the "main line" north—and the only one feasible for large loads of freight. The water trip to the Arctic starts at Waterways, in Northern Alberta, and follows the Clearwater and Athabasca rivers, Athabasca

lake, and the Slave river, as far as Fort Fitzgerald.

Then a portage is necessary because of rapids, to Fort Smith. The distance between the two settlements is 15 miles, and automobiles, trucks and trailers are used to portage passengers and freight across this land gap. Ryan Brothers operate this portage system.

From Smith, boats and barges radiate north, east and west. Some operate to Fort Rae and Hinton, at the northern end, and others south of Great Slave lake; others run up the Mackenzie to Athabasca and Tuktoyaktuk on the Arctic coast; others move west via the Liard river to Fort Yukon in British Columbia, and still others north and then east to Fort Franklin and Fort Deane, on Great Bear lake.

The water transport season depends on the ice break-up in the lakes and rivers, and navigation always closes with the first freeze-up, about the first of October. The rivers generally clear about two weeks before the lakes are free of ice, and Lake Athabasca opens about May 15, Great Slave lake about June 15, and Great Bear lake, July 15.

Through these two or three months of Arctic summer, Hudson's Bay Company Mackenzie River Transport system shuttles goods up and down the whole 1,000-mile river system—a lifeline that in such a short time must perform a year's work, and without which northern commerce, and northern life, could not exist.

Placer gold is still the principal mineral product of the Yukon Territory, the value of the gold output in 1925, when 13 mines were working, being \$30,655 pounds sterling.

Dairy Manager



E. T. Love, manager of Woodland Dairy Limited, who predicts continued growth for Edmonton as a result of northern development.

Largest Park

Jasper National Park, largest in the world, is also one of the newest. The town of Jasper is the centre of an extensive mountain terrain much of which has never been mapped. Mount Edith Cavell and the Angel Glacier are reached by motor road. The magnificently beautiful Maligne Lake and the mysterious Teton Valley are interesting side trips from Jasper. A short drive from Jasper will take you to Miette Hot Springs, Alberta's newest spa.

Sees Post-War Air Progress Well Ordered

WINNIPEG, June 5.—Post-war civilian aviation will not necessarily entail radical departures from present methods, H. Hollick-Kenyon, supervisor of pilot training for Canadian Pacific Air Lines, declared here recently.

"It is inconceivable that post-war air transportation should be controlled by any one nation, any more than any other vital industry," he said. "Each country will have to develop along its own lines in accordance with local conditions and national interests."

Mr. Hollick-Kenyon believed it was reasonable to expect the United States to maintain control over recently constructed air bases on isolated Pacific Islands. He doubted, however, if America expected to retain sole title to military air fields she had built, or helped to build on territory of other autonomous nations, such as Canada. Like surface routes, air transport would grow up gradually as the field expanded.

"This talk of post-war air travel is quite reasonable," he said. "Winnipeg after the war will find itself in a strategic position connecting East and West by air route. There is plenty of room to spread over miles of the best possible terrain—flat prairie. It will only be a question of moving a few acres."

—V—
Fairbanks, Alaska, is headquarters for the 4th division of the U.S. district court.

Vast Klondike Is Governed From Dawson

Dawson, administrative centre of the Yukon Territory, is situated on the east bank of the Yukon River, north of the mouth of Klondike River. It is named after Dr. O. M. Dawson, one of the early explorers of the region. Dawson is a base of supply and distributing point for the Klondike gold fields, and has a population of a little more than 1,000. In addition to the Dominion government administrative buildings, Dawson contains the Royal Canadian Mounted Police barracks, two banks, telegraph and radio stations, high public and separate schools, public library, St. Mary's hospital, Church of England and Roman Catholic churches, motion picture theatre, stores, hotels and substantial private residences.

The town has electric light, telephone and water services. A system of roads radiates from Dawson to the placer mining areas of the Klondike district where large gold dredges operating in the creeks and valleys are a source of great interest to tourists.

FERRY CROSSING

A ferry provides a means of crossing the Yukon River to West Dawson, and a truck and tractor road extends westward to the Alaskan boundary and beyond to dredge camps situated on Upper Forty-Mile River in Alaska. A good landing field for aircraft is located in Klondike River Valley, 12 miles from Dawson.

Mayo Landing is situated on the north bank of Stewart River about 180 miles from Yukon River, and is the commercial headquarters of the Mayo mining district. It has a mining recorder's office, detachment of Royal Canadian Mounted Police, public school, Church of England and Roman Catholic churches, radio station and several stores.

An airplane landing field is located near the town and a truck and tractor road extends to the silver mines on Galena and Keno Hills, and to placer gold mines on Zigzag, Hazar and Dublin Creeks.

Moose, Caribou Roam Northland

The Alaska moose, largest and darkest of the species, reaches superb dimensions in the Yukon. The antlers of a specimen killed on the Teslin River some years ago had a spread of 71½ inches and a palm width of 21 inches. Moose range the lowlands and are numerous in the White River region.

Caribou include the Oboro and Stone varieties. The Oboro caribou inhabits from the Cassiar Mountain district of British Columbia and is found mainly in southern Yukon. The Stone caribou, a large variety of the barren ground caribou, occurs in the Upper White River region, and northward through the Peel River and Porcupine regions to the Arctic.

Beaver, including prairie, black, and brown varieties, are fairly numerous throughout the Territory, although the grizzly is confined to districts remote from settlement. Wolves include the Mount Mackenzie timber species which is exceptionally large, the northern grey wolf, and the tundra timber wolf on the Arctic coast. The Polar bear is occasionally seen on the Arctic coast, and the ringed seal, hooded seal, bowhead whale, and minke whale are also found there.

YOUTH OF CRAMMING
EDMONTON.—(CP)—General Secretary Ernest Green of the Workers' Educational Association told a students' conference children must no longer be put through the "torture of cramming examinations." He urged abolition of competitive examinations.

Congratulations to the BUILDERS OF THE ALASKA HIGHWAY

Today the Alaska Highway is a significant and outstandingly important factor in the offensive actions against the Axis. It will be increasingly so as time goes on.

Complementary to the tremendous importance of the Alaska Highway, is the value of the Mackenzie River and other northern waterways, which are playing a vital role in the transportation of material to strategic points.

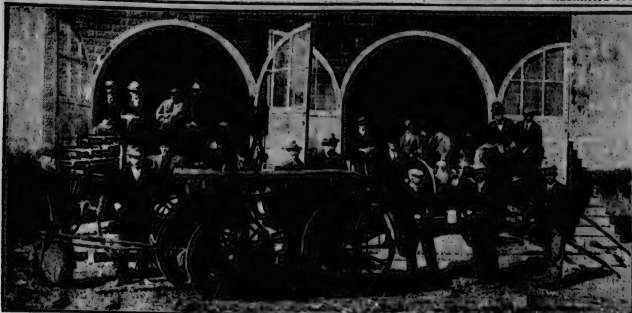
To all those associated with the construction of the Alaska Highway and in the transportation of supplies over it and the network of waterways in the great Canadian northland, the Hudson's Bay Company Transport Department, Mackenzie River Division, pays profound and enduring tribute, in the knowledge that such effort will vitally contribute to the winning of the war, and hasten the day when peace reigns on this earth.

Hudson's Bay Company

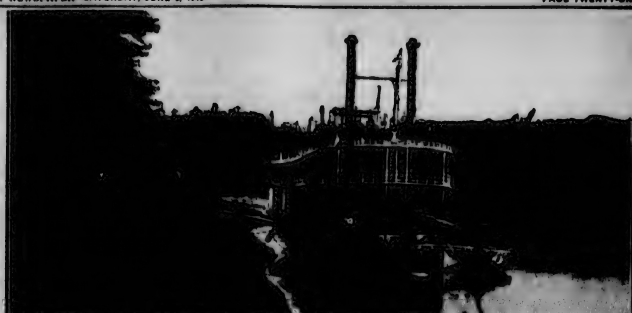
INCORPORATED 29 MAY 1870

TRANSPORT DEPARTMENT MACKENZIE RIVER DIVISION

10129 103 STREET, EDMONTON



The above photograph, taken in 1886 shows the then Strathcona volunteer fire department and it was located at 104 street and 53 avenue. Among those in the picture, whose names may be familiar to you, are Ollie Peterson, prominent early South Side character; Wallace Sullivan, Jack Fraser, W. H. Sheppard, John Jackson, Bob Turnbull, William Jackson, J. H. McDonald, Arthur McLean, William Graham, Ira Worth, Jack Dodd and Malcolm McIntyre. The equipment available then may not have been as efficient as that of today, but the boys discharged their duties with every bit as much enthusiasm as the fire-fighters of today.

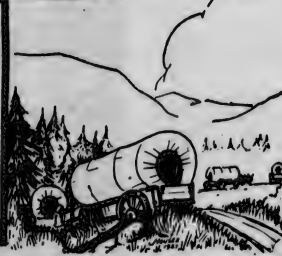
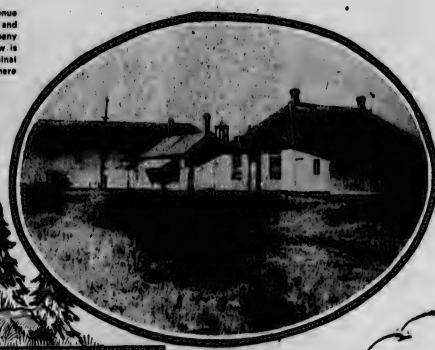


You don't see steamships on the Saskatchewan River these days. But the above view shows the Hudson's Bay Company steamer North West which 'way back in the last century navigated the treacherous waters of the Saskatchewan. The steamer completed its maiden voyage in 1874 arriving at Fort Saskatchewan with a cargo of lumber for the police barracks. The steamer operated between Grand Rapids, Man., at the head of Lake Winnipeg and Edmonton. Just before the turn of the century the boat broke its mooring in a heavy flood and was washed downstream, piling up against the piers which had been constructed during the winter where the low level bridge now stands. A sister ship, the Marquis, was wrecked on a sand-bar near Prince Albert.

A Peep Behind the Curtain of Time...



To the left and slightly below, is a scene on Jasper avenue in the early days of the present century. To the right and slightly below is a view of the old Hudson's Bay Company fort, where the Legislative Building now stands. Below is a scene showing an early train passing the original Bulletin office on Jasper avenue. The office stood where the present Bulletin plant now stands.



Above are shown bands of the Cree Indians from Stony Plain and Wetaskiwin reserves, who traded into the then Strathcona for their dances. This picture, taken in 1887 shows one of the typical gatherings of the time. Red River carts and democrats are seen in the picture.

☆☆☆ ☆☆☆

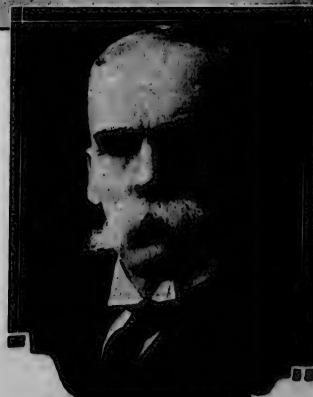
You don't see such sights as this nowadays. It was only in the good old days that you saw wagons piled high with kegs of beer and cases of aerated water. The wagon to the right was one of the Strathcona Brewery, now the North West Brewery. The teamster is Stephen G. Frederickson. Seated beside him was "Ripper" a water spaniel who guarded the load when his master was absent.



Advertisement



Sir Wilfrid Laurier is shown above making his last visit to this city, in 1903. He is shown sleeping into his carriage in front of the King Edward hotel at 101 street and 102 avenue. The carriage and high-stepping horses were owned by J. E. Lambert, who is seen on the extreme right wearing a bowler hat. Mounted Police officers acted as driver and footman of the entourage.



THE LATE HON. FRANK OLIVER, P.C.
Above is shown Hon. Frank Oliver, Minister and first publisher of The Edmonton Bulletin. For many years he sat as member for Edmonton in the North West Council and the House of Commons. He was minister of the interior in the cabinet of Sir Wilfrid Laurier. After serving in the House of Commons he was appointed to the board of railway commissioners.



Oil PUSHES ONWARD

THANKS to the skill of engineers, the almost super-human strength of men stimulated by patriotic zeal, and countless internal combustion engines driven by Diesel Fuel Oil and Gasoline, the "impossible" has been accomplished. The Alaska Highway from Edmonton, Alberta, to Fairbanks, Alaska, is an accomplished fact. Imperial Oil Limited congratulates the men who carried this important project to a successful conclusion.

The power that pushed a modern highway 1600 miles through dense northern forests—over rugged mountains and deep, wide

rivers, in a few short months, is Petroleum—Gasoline, Diesel Fuel Oil and Lubricants. Many hundreds of powerful motors in trucks, bulldozers, tractors, graders, power saws, pumps and power plants had to have a sure and continuous supply of these products.

Day and night this flow of fuel and lubricants to scores of camps scattered along the entire 1600 miles of road never stopped. For motors seldom were turned off. It was a race against time and weather, below-zero cold and treacherous thaws, muskeg swamps and mountain grades—to accomplish the "impossible".

Since 1880 IMPERIAL OIL HAS Pioneered IN CANADA

★ Imperial Oil Limited was founded in 1880 by a group of Canadian men who pioneered the production and refining of petroleum in Canada.

★ Imperial Oil followed closely the movement of population and more frequently was ahead of it. There are many thriving centres in Western Canada where progress toward metropolitan status was marked by three first and almost simultaneous steps—the arrival of the box car railroad station, the building of the grain elevator, and the erection of Imperial Oil storage tanks.

★ Imperial Oil installed the first service station in Canada at Vancouver in 1908.

★ It was the first Canadian company to embark on a far-flung survey with petroleum as its primary objective. In 1919, twelve parties of Imperial geologists scoured the plains and the foothills of Western Canada and penetrated the silences of the Arctic.

★ Imperial Oil was the first oil company in Canada and one of the first in North America to use aeroplane transportation in prospecting, when in 1921 two all-metal monoplanes were used to transport geologists and surveyors to Fort Norman and to fly over the fringes of the Arctic in the most northerly search for oil.

★ Imperial was the first Canadian oil company to make use of aerial photography for geological survey purposes.

★ Imperial Oil operates refineries at Dartmouth, N.S., Montreal, Que., Sarnia, Ont., Calgary, Alta., Regina, Sask., Ioco, B.C. and Fort Norman, N.W.T.—the world's most northerly refinery.

★ In 1930, Imperial Oil refuelled British dirigible R-100 on occasion of its first North Atlantic flight.

★ During the present war, Imperial Oil asphalt has been used on scores of new airfields built under the Commonwealth Air Training Plan.

IMPERIAL OIL LIMITED



Premier Ernest Manning States Alberta Possesses Essential Natural Assets

Busy man of the week was Hon Ernest Manning who stole the political show by gaining the headlines from coast to coast when the other 34 Social Credit members of the Legislature chose him as their leader. In a matter of minutes, His Honor the Lieutenant-Governor called upon him to organize a new Government which he did in exactly 27 hours.

Premier Manning, the youngest in the Dominion, is 34 years old. He was Alberta's first minister of trade and industry and has chosen to retain this portfolio. While commenting upon this point he said a high tribute to his associates in this department by remarking that they had

all done such remarkably fine work that he felt he would not be overburdened by the duties of that department while serving as premier.

In his position as minister of trade and industry, Premier Manning has made many valuable contributions to the development of

industry in this province. He has taken a keenly active part in the development of the tourist traffic because he believes that to bring visitors here to see for themselves Alberta's natural resources and to visualize the almost limitless possibilities which Alberta holds for the future is to induce larger numbers of persons to come here with their families to live and to take part in the great development which is certain to take place.

"Alberta," says Premier Manning, "has virtually all the assets necessary for the building of a great and prosperous community. The climate is mild. We have more coal and water resources than any other similar community on the continent. We have vast reserves of natural gas and oil and the rich mineral areas of the Mackenzie River basin place this province in a most enviable position from the viewpoint of industrial progress. Our agricultural industries have placed us in the foremost ranks of the world's producers in this field and it will not be long until Alberta's industries will claim a similar place of prominence. Alberta can face the future confident that everything required for prosperity lies within her borders. It is the sincere ambition of myself and my colleagues to ensure that every citizen of Alberta enjoys an adequate share of that prosperity."

The Yukon is a region of hills and mountains separated by a network of large valleys. The main feature of the Territory is a great basin-like area called the Yukon Plateau, which is drained by Yukon river and walled around on the north, east and southwest by mountains.

Two smaller basin-like areas drained by Porcupine and Peel rivers lie to the north, and a third drained by the Liard river lies to the south.

The mountain barriers around these basins include the St. Elias and coast mountains in the southwest and the Mackenzie mountains on the east. Omineca range, a western spur of the Mackenzie mountains, forms the watershed between the Yukon and the Peel and Porcupine rivers.

To the north, the Porcupine basin is separated from the Arctic Ocean by the Richardson and Buckland ranges, which are continuations to the northwest of Mackenzie mountains cut off by Peel river and separated from the ocean by a sloping foreland. Little is known of these ranges and the basins of the Porcupine and Peel rivers.

First Coal Dug

It was in 1812 that Alberta's first coal mine opened, with a pioneer westerner named Nicholas Sheran as operator. Those were the days of the Golden West, when the buffalo still roamed in numbers sufficient to attract hunters, and domestic cattle were being introduced to the

Expresses Faith in Province



Premier Ernest Manning, who declared Saturday that Alberta possesses virtually all the assets to make it an outstanding province. Rich in natural resources it is a province in the forefront of agriculture, industry and importance in the war effort.

Varied Bird Life In Yukon Area

Extensive and varied bird life exists in the Yukon, with many species year-round residents of that territory. It is the great breeding place for the geese and ducks that fly southward each year in their hundreds of thousands to give sport and food to the peoples of Canada and Northern America.

Among the game birds, the most abundant are grouse, ptarmigan, and some species of waterfowl. Dusky and sooty grouse, commonly known as blue grouse, are quite plentiful in some districts, and spruce grouse, sharp-tailed grouse, and Yukon ruffed grouse are also common. Willow ptarmigan and north whitetailed ptarmigan occur in the north.

prairies of Canada. Already the trail herds were thundering along the Chisholm trail from Texas to the mining and construction camps and the bonfires of venturesome grazers throughout the West.

Yukon's accident losses average about 34 per cent higher than those of the average month.

Yukon Summers Most Delightful

The climate of the Yukon Territory is characterized by extremes in temperature and a very moderate precipitation. There is no more delightful climate than prevails from May to October. The continuous daylight during the period from the middle of May to the first week in August, although anticipated, is a source of delight and wonder to the visitor. While the winters are long and cold, the low temperatures are borne with less discomfort than in other parts of the north owing to the absence of high winds and the dryness of the atmosphere.

In the central and southern parts of the Yukon, the climate inclines to aridity. As a result, there is a variety of the flora on the northern and southern slopes of the hills. While the flora on the southern slopes is limited to such species as brush, sage grass etc. the northern slopes are well wooded and support alpine and Arctic flora.

The variation in the range of temperature is from 125 to 180 degrees, or an average of 142 degrees.

The maximum temperature recorded at the Dawson meteorological station is 92 degrees above and the minimum 68 degrees below zero. The average precipitation is 12.8 inches per year, the greatest precipitation on record being 17.9 and the least 8.5 inches.

The minimum sometimes reaches a length of seven inches.

Much Petroleum

Petroleum abounding in Northern Alberta and allied industries are represented in Alberta by 15 refineries, with an invested capital of \$10,000,000 and an annual production of 170,000,000 gallons valued at \$20,000,000. The average number of employees is 50 and the annual payroll is \$300,000.

Fur Production

In 1935, the North West Territories contributed 12½ per cent, of Canadian fur production. Between 1922 and 1937, the pelts from the Territories have been valued at more than \$27,000,000.

(Furs of the howitzer type were used as early as the 16th century.

EDMONTON

Gateway to the Future

Already the aerial portal to the North, Edmonton now stands at the starting point of a great overland route that stretches not only into Alaska, but leads into a new world. . . .

The completed Alaska Highway is a monument to the prowess and ingenuity of the men who planned and built it. This mighty roadway is more than a military highway; it is a link with the riches that lie north of Edmonton and with the post-war potentialities of the Orient. Edmonton is truly a gateway to the future.



For many years the Technical Department of C-I-L's Explosives Division has played its part in the development of some northern mining fields. The same experienced counsel was provided for the building of the Alaska Highway. The above photo shows one of the depots where C-I-L explosives are being assembled for shipment to the North.



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EXPLOSIVES DIVISION

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Branches and Sales Offices Throughout Canada

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Machines to cut 16"x24" timbers down to cabinet shop sizes.



When you install a DE WALT you get a complete woodworking shop in one machine.

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Also Metal Cutting Machines for wet or dry cutting, with abrasive wheel or metal cutting saw blade.

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Our Hearts Are in the Air . . . Our Feet on the Ground.

War has brought a great new industry to Canada's west coast. At Boeing plants in the Vancouver area thousands of men and women have found employment in an essential task . . . building aircraft for naval and military service.

These Boeing men and women have acquired skill and used their natural ingenuity and resourcefulness in building a hard-hitting, effective organization. And this organization, come wars or peace, is here to stay.

So long as battles rage, Boeing's No. 1 job is war planes for the R.C.A.F. and the supplying of vital parts for five other types of aircraft.

Good planes and many of them are rolling off the assembly lines as fast as teamwork and efficiency can produce. This is the Boeing pledge.

But while Boeing's heart is in the sky, Boeing's feet are on the ground. Some day peace will come, and with it a new constructive job. When that new job comes along Boeing will be ready.

When this war is won Boeing engineers everywhere will apply their diversified ability to solve peace time problems—problems of better ways of living in a better world.

BOEING
AIRCRAFT OF CANADA LTD.

A DIVISION OF BOEING AIRCRAFT CO., DESIGNERS OF THE FLYING FORTRESS, THE STRATOLINER AND PAN AMERICAN CLIPPER



Supplies and Boats Move Over Portage



As the tempo of war against Japan quickens, materials for northern projects are rushed north by high way, water and plane. The above photo was taken at a northern portage and shows powerful caterpillar tractors pulling supplies and equipment around treacherous northland rapids to deep, safe water beyond. The northland's waterway system will experience the busiest season on record this summer.

Fully Modern Phone System At Whitehorse

WHITEHORSE, June 5.—The Whitehorse telephone system which was put into operation recently is operated by the Mayo Utilities Co. Ltd. which company is being re-organized. The officers are A. S. Barker, president; N. Sangster, secretary-treasurer; and M. A. Matheson, resident manager at Whitehorse.

The company has completed construction of its lines and installation of its switchboard in its local exchange which latter work has been carried out under the supervision of W. A. Hunter, telephone engineer brought in from Chicago. The equipment installed at Whitehorse is the latest type being entirely private and automatic. This privacy of communication is the latest feature in automatic telephone systems. The cost is accordingly high, over \$200,000 having been already invested by the company to date. The rate schedule and rules and regulations governing the operation of the system have been approved by the Controller of the Territory.

The company operates under the terms and conditions as to rates and service upon principles laid down by the Board of Transport Commissioners of Canada and the Federal Trade Commission of the U.S.A.

That the company has the greatest faith in the development of Whitehorse is evidenced by the substantial investment and its development plans for the future. It is anticipated that residents of Whitehorse will within a short time be in direct telephone communication (by all land wires) with every point on the North American continent.

Ex-Bush Pilot



W. J. "Bill" Windrum, superintendent for the Yellowknife district of C.P. Air Lines, who flew along the Arctic sky trails for many years before taking an administrative post.

Gas Production

Valuable Asset

When it comes to natural gas, Alberta has 70 per cent of the entire Canadian natural gas production. Of this, a large percentage is found in Northern Alberta.

There are 100 producing wells in the province with an invested capital of \$27,000,000. Annual gas production is 28,500,000,000 cubic feet with a value of \$2,500,000. The average number of employees is 550 and the annual payroll is \$300,000.

There are 37,510,000 square miles of land on the earth.

Alberta Boasts Varied Forms Of Root Crops

Root crops are admirably suited to growing in northern climates and in Northern Alberta and in areas close to the Alaska Highway there is a great deal of territory which will yield large amounts of the various root crops.

On an average potatoes yield 2,700,000 hundredweight a year, valued at \$2,160,000. Turnips yield 580,000 hundredweight a year valued at \$230,000 and sugar beets yield 350,000 tons valued at \$2,800,000.

Regarding miscellaneous vegetable products, Alberta has 43 producing manufacturing plants with invested capital totaling \$14,000,000. Annual production averages \$15,000,000 and the average number of employees is 1,200. The annual payroll of these plants is \$1,200,000. Sugar production averages 94,000,000 pounds; beetbeets \$1,000 tons; beet pulp 11,500 tons and canned vegetables 500,000 cases.

Nature's Pranks

Nature has played weird pranks in the Bad Lands of the Red Deer River Valley—that agitates near which lays bare the secrets of a hundred million years. Near Drumheller, 80 miles northeast of Calgary, this graveyard of the mastodon, you may find the fossilized remains of countless dinosaurs and specimens of prehistoric ocean life. You may find pearls 6,000,000 years old embedded in oyster shell fossils, but your greatest find will be a lasting, awe-inspiring impression of the vastness of Creation.

Sailor-Trailer Is New Creation Willys Motors

An amphibian Jeep trailer—designed to carry a quarter-ton load on both land and sea—is now being produced in mass quantities by Willys-Overland Motors. It is announced.

In revealing the company's latest manufacturing contribution to the war effort, Joseph W. Fraser, president, said that the trailer not only presents as low a battlefield silhouette as the Jeep to which it will be coupled but, when loaded, offers a vertical target of only six inches in the water.

Company officials predict that the trailer will "greatly enhance the versatility of the Jeep by increasing its carrying power both on long-range reconnaissance and in actual combat service. In addition," they explain, "it should prove itself valuable in offensive operations where a force is attempting to establish beach and bridgeheads."

The vehicle, according to figures released by Mr. Fraser, weighs 550 pounds, has an overall length and width respectively of 10ft. 4in. and 5ft. 6in. and a floor area of 18 square feet. It has a roadside height of 60 inches and, when floating with a full load, approximately one foot of carrying surface is submerged.

A special assembly line utilizing the techniques perfected in producing mass quantities of Jeeps, has been installed by Willys engineers to facilitate volume manufacture of the trailer, it was stated. Manufacture of the trailer by hundreds of workers involves 53 different operations.

Mr. Fraser said test drivers at the company's proving grounds, after putting the vehicle through amphibious manoeuvres, have dubbed it "sailor-trailer."

Minerals Yield Immense Wealth Within Alberta

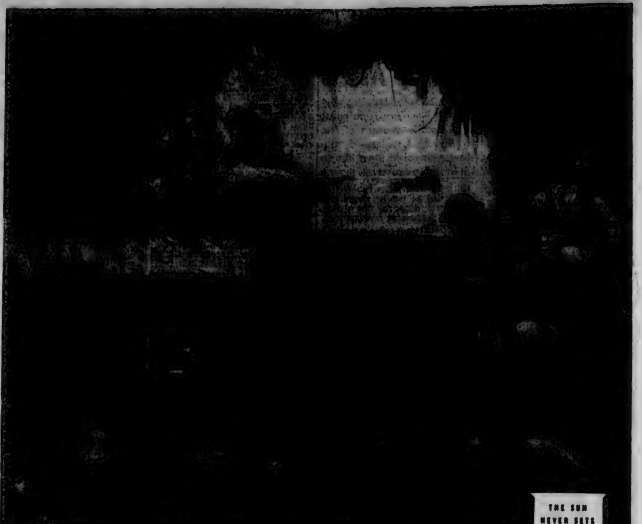
Within Alberta boundaries there are 150 plants engaged in mineral production, many of which are in Northern Alberta. Included in the products handled are coal, petroleum, natural gas, clays, lime, stone, cement, sand and gravel, salt, gold, silver and other materials.

The capital invested in the production of these minerals is \$125,000,000, from which the annual production is valued at \$41,000,000. The average number of employees is 11,000 and the annual payroll is \$15,000,000.

Beautiful Parks

Alberta's Boast

The National parks of Alberta are the most beautiful and the most diversified centres of tourist attraction anywhere in the whole Dominion. Reached by road or rail, they cover an area of 8,000 square miles of virgin forest, mountains and lake and amid scenes of rugged grandeur they provide the visitor with every form of recreation the heart desires. Two-thirds of Canada's entire national park area is contained in this province.



JEEP FIGHTS ON ALL FRONTS

IN the swampy, rock-riven terrain of Burma, British soldiers first learned the supreme qualities of the Jeep. No front of this war was ever more diabolically devised to tear the heart out of the surliest automotive equipment.

Since the Burma campaign the Jeep has won its battle stripes in almost every field of action from the rearing jungles of New Guinea to the quagmire roads of Salinas, and from the treacherous sands of North Africa to the Solomon.

The Russians call them "goats" because they climb anywhere. Enthusiastic army men agree that they get more power, speed, action, durability and fuel economy out of a ton of steel and a gallon of gasoline than has ever been done before.

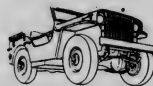
Willys-Overland civilian engineers assisted the U. S. Quartermaster Corps in designing and perfecting the Jeep adopted by the U. S. Army.

The amazing, world-renowned engine that drives the Jeep with such power, speed and flexibility, is an exclusive Willys-Overland development.

The popularity of the Willys American in pre-war years definitely established the growing trend toward economy in motoring.

Thrill will be more than ever a world-wide watchword after the war. Increasing thousands will want a motor car built by the company that has proved, in both the American and in the Army Jeeps it builds, an outstanding ability to combine ruggedness with light weight and fuel saving.

WILLYS EXPORT CORPORATION, TOLEDO, OHIO, U.S.A.



THE JEEP



MOTOR CARS



THE AMERICAN

WILLYS

TRUCKS AND JEEPS

GENERAL ELECTRIC Equipment

is Harnessing Power for CANADA'S WAR INDUSTRIES!

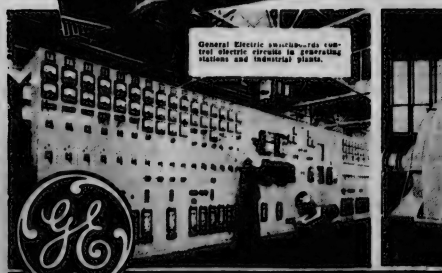
Vital for victory... vital to the operation of war plants... are Canada's vast resources of electrical power. For Canadian war industry is electrified. Upon the abundant, uninterrupted supply of electrical energy depends the success of the Dominion's entire programme of urgent war production.

To harness Canada's electrical power... to develop it, transmit it, utilize it... Canadian General Electric is applying its engineering and manufacturing facilities and long experience... perfecting and producing a wide variety of urgently-needed equipment to speed Canada's war effort.

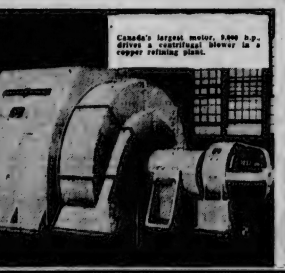
One of the oil-filled bushings for the General Electric 100,000-volt transformers shown at left. These bushings are 14 feet 10 inches in height.



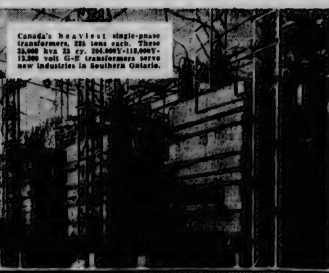
General Electric engineers make additional quantities of electrical equipment available to war industries.



General Electric multi-voltage control electric circuits in generating stations and industrial plants.



Canada's largest motor, 5,000 h.p., drives a centrifugal blower in a copper refining plant.



Canada's heaviest single-phase transformers, 225 tons each. These 15,000 kva 138,000-volt 12,000 volt G-E transformers serve new industries in Southern Ontario.



CANADIAN GENERAL ELECTRIC CO. LIMITED

Huge Project "Race Against Time"

Vast Volume of War Supplies Rushed North Over Great Inland Chain of Lakes, Rivers

By JACK DELONG

Canada's mighty northland rivers and vast inland lakes that provide an almost continuous water transport highway from just north of Edmonton to the Arctic Ocean, will be setting this summer for the greatest single water transport project in the colorful history of the north.

The continuity increasing roll of the war drums is loudly urging the speeding of more equipment, the building of more facilities, and the shipment of more supplies of all kinds for the defence of North America, and for the new offensive now being waged to clear the Japanese from the Aleutian Islands and from the Aleutian island chain at North America's backdoor.

Along Canada's great natural waterways system, formed of the Athabasca, Peace, and Mackenzie rivers, Great Slave Lake and the Mackenzie, will be scenes of activity as yet unapproached.

CREAT VOLUME MOVING

Vital equipment and supplies, totaling thousands of tons, will be transported from Waterways, some 300 miles north of Edmonton, all the way to the Arctic Circle, a distance by water of more than 1,300 miles.

In the ice masses move north along the turbulent rivers and melt in the large lakes, under the inviolable power of a summer Arctic sun, veteran rivermen, with years of experience on the world's great rivers, the swift, treacherous Mackenzie, and Old Man River himself, the mighty Mississippi, will coordinate with veteran Canadian rivermen, to put across the big job.

It will be an exciting job, because it will be in many respects a race against the brief season of northern navigation, which is just a little over three months, on the lower reaches of the Mackenzie River.

Then there are the two potential bottlenecks of the whole project: around Pelican Rapids, between Fort Fitzgerald and Smith and the shallow waters and shifting sandbars in Great Slave Lake.

GUIDES TO ASSIST

Indian guides who have lived all of their lives along these northern streams and lakes, will give their services to the men whose responsibility it will be to move the vital equipment and supplies to the north.

As the entire project is military, it is under the direction of the United States Army Engineers, Northwest Division, commanded by Brigadier General James C. O'Connor, with headquarters at Whitehorse, Yukon Territory.

A river expert with 23 years of experience on the Missouri and Mississippi, Charles "Chuck" Carlson, of Missouri, will be marine supervisor. He is also a river



Boats Rush War Supplies to the North

The great inland waterways system of Canada's northland will this summer play a vital part in the war being waged against the Japanese empire. The busiest season in the history of the mighty northland rivers and lakes is just getting underway, as supplies, equipment and men for great projects are shipped north. At left is a M/V "Mackenzie", a 100-ton tugboat, being loaded by a barge at the Mackenzie River. Above is the M/V "Mackenzie", one of the Mackenzie Products Corporation fleet, outward-bound to fishing grounds on Lake Athabasca, with crew and supply barges. Fish are stored in a refrigerator barge until the boats reach Waterways.

shipped to Waterways in sections and assembled there during the winter.

Each craft is powered by two diesel engines and are the very latest in river transportation power craft. Refrigeration plants are aboard to keep foods fresh for the crews. They will haul barges loaded with from 200 to 300 tons of freight.

In order to move these boats across the 16-mile portage at Fort Smith, specially constructed railroads, drawn by caterpillar tractors, will be utilized.

There are two favorable and one unfavorable factor that will govern operations. One highly favorable factor is the fact that the freight load is a down stream flow all the way. Coming back against the current, the power boats will tow the very empty barges. Then there are the long hours of daylight in the north, which is a great help in the very months that navigation is open. There is practically no night in the extreme northern part of the water route in the months of June and July.

For some years he has been in charge of operations for the Northern Transportation Co., Ltd., that freighted on the northern waterways system between Waterways and the Arctic.

Mr. Carlson has as his chief advisor and right-hand man the veteran Northland plane pilot and transportation director, A. M. "Mac" Berry, of Edmonton.

Mr. Berry is probably best known in Western Canada as a noted bush pilot and winner of the famed MacKenzie trophy, awarded annually for the outstanding aviation feat of the year in Canada.

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Yukon Flowers Delight Visitor So Far North

The Yukon is a land of flowers. They grow wild almost everywhere, color and fragrance everywhere. They are a constant source of delight to the visitor, for their luxuriant color and fragrance give an additional touch of beauty to many a lonely scene.

They grow in the valleys and on the higher slopes above timberline. In the valleys, the flowers are more numerous and the species that refuse to be beaten back by the temperature and the elements. Nearly 500 varieties of wild flowers, ferns, and shrubs have been identified in the Yukon.

The colors of the Yukon flowers are mainly blue and magenta, with a generous touch of yellow in some species. Strangely, deep red flowers are rare, and species such as Indian paintbrush that flourish south range in abundance from brick-red to cherry, appear in the Yukon in lemon and magenta shades. Characteristic species include arctic, shrubby cinquefoil, purple margined, yellow bell, Arctic poppy, mustard, yellow violet, velvet, goldenrod, Drummond's poppy, and many others.

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PARENTS—Cut this Advertisement out and keep it for future reference. It will be useful for your children in their agricultural studies.—Alberts Wheat Pool

The Story of Wheat

(Publicity Dept., Alberta Wheat Pool)

Wheat is the bread grain that would bring the world to its knees if it were not for the fact that it is so common. It is the most important of all crops, and it is the most common. It is the most important of all crops, and it is the most common. It is the most important of all crops, and it is the most common.

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CAMPBELL'S FURNITURE EXCHANGE

1916 to 1943

The Faith that built this business is 27 years old

... in the 27 years this store has been in Edmonton it has never lost faith in the future of the city... and now the future of Edmonton promises to be great. With the new Highways in the North, development of rich natural resources is assured and Edmonton is the key city of this vast area.

We have never lost faith in the future of ourselves for we have principles... High Standards of Quality and Fair Dealing. And it is with these principles, that today, we are looking forward to serving the furniture needs of Edmonton and district in the tomorrow.

FURNITURE LTD.

Oil Explorations Had Difficulties

Early oil explorations along the Mackenzie River did not meet with much success. Seepages were first observed some 30 miles below Fort Smith on the river and at a point on the north shore of Great Slave Lake.

Birds Abundant in Northwest

Waterfowl prevalent in the great northwest include wild geese, swans, and ducks. The Canadian goose breeds along the main tributaries of the Yukon River, and whistling swans have been observed on the Pelley River and on the river and at a point on the north shore of Great Slave Lake.

First Shipment of Wheat

The first shipment of wheat from the Northwest was made in 1871. It was a small shipment, but it was the first. It was made by the Canadian Pacific Railway, and it was shipped to the United States.

Marquis Wheat Comes Along

The marquis wheat is a new variety of wheat that has been developed in Canada. It is a hard wheat, and it is known for its high quality and its resistance to disease.

Co-operative Grain Organizations

A substantial percentage of the wheat produced in Canada is now handled by co-operative grain organizations. These organizations are owned and operated by the farmers themselves, and they provide a more efficient and economical way of handling their grain.

How the Farmer Sells His Grain

Grain is sold by the farmer in a number of ways. It can be sold to a local elevator, or it can be sold to a co-operative grain organization. It can also be sold to a grain merchant, or it can be sold to a grain processor.

Dependent on Agriculture

Canada is a country that is heavily dependent on agriculture. The majority of the population is engaged in farming, and the majority of the country's wealth is derived from the land.

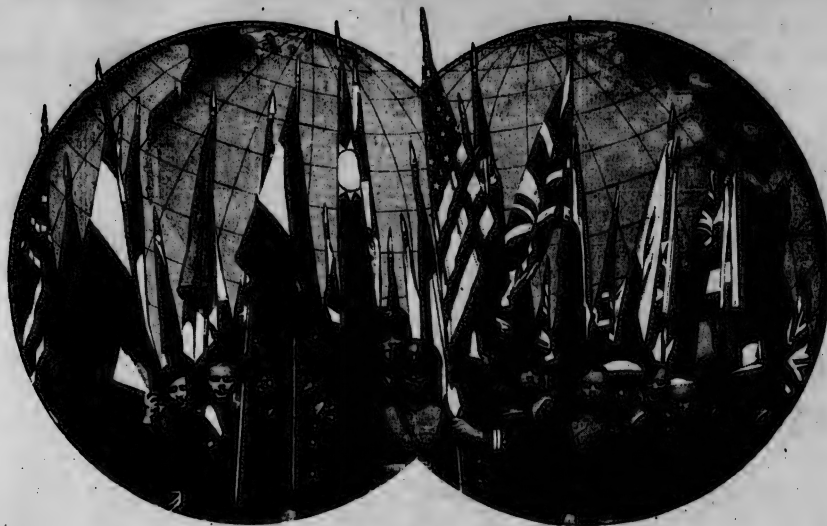
Western Wheat Pools

The Western Wheat Pools are a group of co-operative grain organizations that operate in the western provinces of Canada. They are responsible for the marketing of a large portion of the wheat produced in the West.

Alberta Wheat Pool

Head Office: CALGARY

Branches: EDMONTON, WINNIPEG, VANCOUVER



A SALUTE

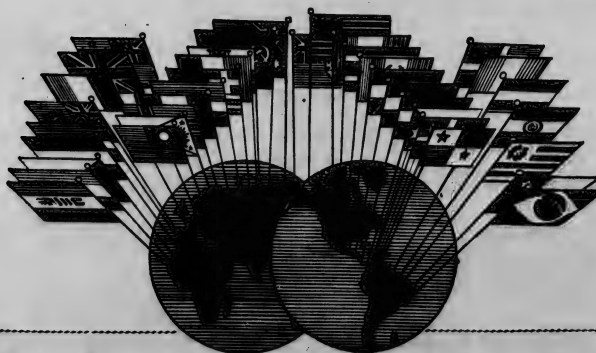
to the

UNITED NATIONS

Builders of the Alaska Highway

Alberta was happy to welcome your vanguard of engineers which arrived on March 19, 1942. Alberta's citizens have enjoyed meeting and working with you in your tremendous war effort. We were all thrilled by your magnificent achievement in driving the Alaska Highway through 1,670 miles of wilderness in eight months and now we join to encourage you as you push forward your other projects which are speeding the development of the North in a manner never before imagined. You are opening the portals to a vast storehouse of rich minerals, oil, timber and furs and you carry with you the sincere best wishes of the people of Alberta as you make these treasures more accessible to mankind.

Hon. Ernest Manning
PREMIER.



Government of the Province of Alberta

Barge Is Launched in Northland



Henry Kaiser has no monopoly on shipbuilding. Even Canada's northland has launchings these momentous days. Above is seen a large tow barge being launched in the most modern sideways style on a northern lake. The barge will carry vital supplies and materials to the North-western war front. Military leaders admit the new routes through the Canadian northwest, both by land and water, as well as in the air, are playing an important part in the present offensive against the Japs in the Aleutians.

U.S. Congress Party to Tour Alaska Highway

Interest was stirred in both military and civilian circles Tuesday by the report from Washington, D.C., that a party of American congressmen plans to travel over the Alaskan Highway late in July. This will be the first journey along the famous 1,400-mile road by any members of the highest legislative body in the United States.

Expected to head the party is Anthony J. Dimond, delegate from Alaska. He is a Democrat and was first elected to Congress in 1932. He was a pioneer advocate of a land route to Alaska.

Congressman Warren G. Magnuson of Seattle, another scheduled to

come, is now seeking a connection between the highway and the west slope of the Rockies, from Prince George, B.C. Mr. Magnuson is a lieutenant commander in the United States Naval reserve and saw active duty at sea earlier in the war.

A Republican member of the group will be Homer D. Angell of Oregon, serving his third term in the House of Representatives. Mr. Angell has taken an active interest in the problems of Alaska and other American possessions. All three men will represent the Congressional Committee on Territories, which has jurisdiction over Alaska.

Mr. Dimond believes there is a possibility that the party may include Congressman Carl Vinson of Kentucky, who is chairman of the important Committee on Naval Affairs.

TRAVEL RIGHT THROUGH

It is the intention of the American congressional group to travel the entire highway, from Dawson

Creek to Fairbanks. The Congressmen also may ride over the Northern Alberta Railway, the White Pass and Yukon Railroad and the Alaska Railway, thus seeing all three rail lines which serve as railroads or feeders for the 1,400-mile highway.

Brigadier-General James A. O'Connor stated Tuesday that the Congressmen would be taken over the highway in one of the Greyhound buses now chartered to carry military personnel and civilian workers.

Hon. W. A. Fallow, Alberta Minister of Public Works, plans to make the journey to Fairbanks with the congressional party. Mr. Fallow also said that members of the provincial cabinet planned to entertain the distinguished American visitors and to show them the various features of Edmonton and environs.

French-Born Cure From Far North

The "outside" looked pretty good to the Rev. Father Pierre Pouliet, 30-year-old French-born priest when he visited Edmonton recently but he prefers his life among Indians, traders and trappers at the remote trading centre of Lower Post on the Liard river in the north. His visit was the first "outside" since he went to Lower Post six years ago. He has built a mission there and worked among the Skanai Indians who at one time practiced witchcraft. The war has brought added duties for he has been appointed auxiliary chaplain with the U.S. Army to work among soldiers in the area.

Father Pouliet's home is near Lille, France. He has two brothers who are prisoners of the war in Germany. His parental home is near Lille.

The submarine torpedo was invented in 1776.



The Battle of Transportation..

EVERY DAY
24 HOURS!

When U-boats, and gas and rubber shortages reduced the country's transportation capacity, the rail roads were called upon to shoulder much of the burden.

Before the war, the N.A.R. with a truckage of 1,000 miles, mostly used for the transportation of grain and livestock, had 16 locomotives and an average staff of 600. Today, this road has more than 40 locomotives and double the average number of employees. Total freight traffic for the last nine months of 1942, three exceeded that of the whole previous year.

"The Northern Alberta Railways has performed what almost amounts to a miracle. It has become one of the world's few truly strategic railways. The full story of the accomplishment of this railway will be told only after the war."

—TORONTO STAR WEEKLY

LIFELINE OF THE NORTH

"PASSENGER" "FREIGHT"

"TELEGRAPH" "EXPRESS SERVICES"

NORTHERN ALBERTA RAILWAYS

E. M. MacARTHUR,
General Manager

GENERAL OFFICES—EDMONTON



WOODWARD'S YOUR SHOPPING HEADQUARTERS IN EDMONTON

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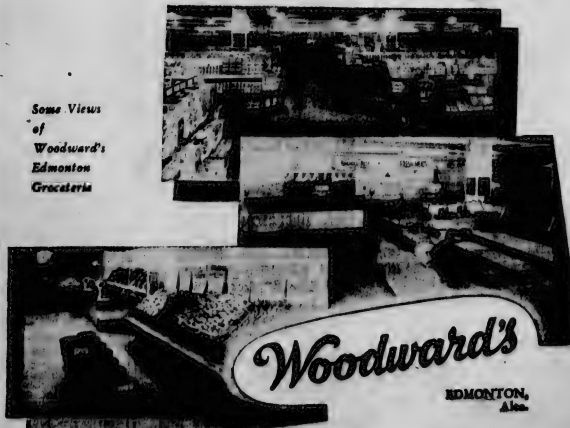
Woodward's express their unbounded faith in the glorious future of Edmonton and in the rich and fertile North country. . . our progress has been steady since our Edmonton store was established in October, 1924. Our first addition was opened May 28, 1929; then, three years later almost to the day, a second addition was completed, May 26, 1932. In August of 1940, despite wartime conditions, Woodward's again showed its trust in "The Gateway to the North" by a further store addition of 41,000 square feet.

WOODWARD'S GROCETERIA SYSTEM

Woodward's were the first to see the possibilities of the present day Groceteria in Vancouver . . . realizing what a dominant factor it was by omitting unnecessary overhead expenses. The "serve yourself" method of selling quality food-stuffs was started. . . Today Woodward's Groceteria in Vancouver is the largest on the North American continent under one roof. The same policy that built our Vancouver Groceteria has steadily brought our EDMONTON GROCETERIA to the fore, and established it as the leading Food Floor in Edmonton, where "Customer Satisfaction," friendly service and consistently low prices are assured.

—On the Lower Main Floor

Some Views
of
Woodward's
Edmonton
Groceteria



Woodward's

EDMONTON,
Alta.

Alaska Possesses Many Highly Valuable Industries

Fishing and Agriculture, Fur Marketing, Mining Are Leading Producers

By STANLEY WILLIAMS
Edmonton Bulletin Staff Reporter

The territory of Alaska contains upwards of 560 square miles, an area which is roughly one-fifth of the area of the continental United States, or more than twice the size of Texas, largest of the United States of America.

He's Interested



Leonard E. Drummond, president of the Alberta and Northwest Chamber of Mines and Resources, who has been assisting Canadian and United States authorities in carrying out great northern war projects.

Margaret MacIntyre, first British singer to be prima donna at La Scala Opera House, Milan, has died. She was a daughter of Lt. Gen. MacIntyre of Fortrose, Scotland.

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Real Estate and Financial Brokers.
Established over 30 Years.
200 Taylor Building, Edmonton.

The country originally belonged to Russia, and was sold to the United States in 1867 for the sum of \$7,200,000. Formal transfer was effected at Sitka, on October 18, 1867. The "District of Alaska" was terminated by Act of Congress in 1875, and thereafter the country was known officially as the "Territory of Alaska."

The ocean coastline of the Alaskan peninsula stretches for some 4,700 miles but including islands, bays, inlets, and river mouths to head of tide water, the figure is enlarged to 26,000 miles. Highest mountain in the country is Mount McKinley, in the Alaska Range, 20,320 feet high. It is the highest peak in North America. Principal industries of Alaska are fishing, agriculture, fur marketing, and mining.

The fishing industry, which is the dominating activity of the country, is centered around the salmon catch. In 1926, the output was 6,502,882 cases, eight times as much as the production in the states of Washington, Oregon and California combined. Total value of the pack of all fish, between 1907 and 1926, totaled \$688,000,000.

VARIED FISHING

Besides salmon, chief catches of fish off the Alaskan coast include halibut, cod, and herring. Whale fishing, once an important industry, has practically ceased. Agriculture is naturally limited due to the northern location, but hardy varieties of wheat have been developed which do well in the far north, and a small flour mill is operated in Fairbanks.

Certain valleys, particularly the Kuskokwim, are particularly adapted to dairy cattle breeding. Domesticated reindeer herds in 1924 numbered 200,000 head, valued at \$8,750,000. Three years later, the herd had doubled. The fur industry produced pelts to the value of \$107,000,000, between

Convoys Leave Edmonton For Northwest War Front



Importance of Edmonton as a base for operations against Japan is growing each day. General Arnold, commander of the United States Army Air Forces, tells in this edition of how supplies for the offensives in the Aleutians have been going over the Alaska Highway. Above is shown a long line of loaded trucks rolling north from Edmonton toward the Yukon and Alaska. At the right is Lieutenant H. B. Hopkin, of Worcester, Mass., officer in command of the convoy. The great highway will see heavier traffic as the summer advances.

1867 and 1925. Some 55 per cent of this figure represents sealskins taken on the Pribilof Islands. Annual production of fur, other than seal, in 1925 was valued at \$2,000,000.

COLORFUL START

The gold mining industry had a picturesque beginning in Alaska as in the Yukon and in British Columbia. Gold was discovered first in 1860, on the Stikine River. A mad scramble for the precious metal took place in 1897, when it was found on Forty Mile Creek, but this rush was small compared to the Klondike rush in neighboring Yukon territory in 1898.

Total value of the mineral output of Alaska between 1880 and 1927, was \$585,000,000. Of this sum, \$365,700,000 represented gold mined; \$196,172,378, copper; and \$113,138,562 for silver. Minerals found in Alaska include coal, lead, tin, platinum, palladium, antimony, tungsten, and as well, natural gas, petroleum, marble, gypsum, graphite, barite and sulphur are found.

Two great national forests in Alaska, the Tongass in the southeast and the Chugach on Prince William Sound, supply most of the lumber cut in the country. In 1925 the forests contained an estimated 84,760,000,000 board feet of saw timber.

Varieties of trees include western hemlock, Sitka spruce, western red cedar and Alaskan cedar. Alaska was discovered in 1741 by a Russian party, when Vitus Bering, after whom the Bering Straits are named, and Chirikov sailed from the Siberian coast, and visited many of the islands lying off the coast, as well as locating the mainland.

The party was shipwrecked in November, 1741, on what is now called Bering Island, and there Bering himself died, on Dec. 8, 1741. The Russian government in 1790 confined the trading in, and regulation of, its American territory to a "Russian American Company," which for 80 years managed the affairs of the land.

GREAT IMPORTANCE

Two events of international interest, after the United States took Alaska over from the Russians, were the Fur Seal Arbitration of 1853, and the Alaskan-Canadian boundary dispute, settled in 1903. This dispute arose over the varying interpretations of wording of the treaties of 1825 and 1871, defining territorial boundaries and the ownership of the Portland Canal.

The award in this dispute, given by a tribunal of British and American jurists which met in London, largely favored the American claims. It was bitterly resented by Canadians at the time.

Alaska figured in the 1920's as the base for several arctic expeditions over the North Pole, and was the objective of the Amundsen expedition of 1926, from Spitzbergen over the pole.

Churches Maintain Interest in Schools

The churches have always maintained a practical interest in education, hospitalization, and missionary work in the western northland. Day schools in the north conducted by churches are as follows: Fort Smith, (Anglican); St. David, (Anglican); Simpson, (R.C.); Holy Trinity, (Anglican); Norman, St. Matthew, (Anglican); McPherson, (All Saints, Anglican); Akavik, (Anglican); Baker Lake, (Anglican); Baker Lake, Cambridge Bay, (Anglican); Cambridge Bay, (Anglican); Chesterfield, (R.C.); Chesterfield, Coppermine, (Anglican); Coppermine, and Eskimo Point, (Anglican); Eskimo Point.

Residential schools in the north are: St. Joseph's, (R.C.); Resolution, St. Peter's, (Anglican); Holy River, Sacred Heart, (R.C.); Providence, Mary Immaculate, (R.C.); Akavik, and All Saints, (Anglican) at Akavik.

All-Time Record Coal Production

Coal mined in Alberta in 1934 totaled 6,205,088 tons, valued at \$18,334,523.11.

Coal sold for consumption in the province in 1934, totaled 1,311,644 tons, sold outside Alberta, but in Canada, 1,445,132 tons; sold to the United States, 35,244 tons; to railway companies, 2,750,729 tons; for briquette-making, 62,276 tons; to make coke, 193,528 tons; used in collieries, 122,280 tons; by colliery railways, 7,489 tons; put to stock, 26,148 tons, and put to waste, 89,028 tons.

In the 1942 production of coal, an all-time record was set, when 7,734,279 tons were mined. The value of this tonnage was at \$22,342,000.

Population Grows

In the census of 1931, figures for the western portion of the North West Territories show 942 whites, 2,673 Indians and 2,567 Eskimos living in the area. The figures for the Indians and Eskimos remain about the same, but the number of white people in the north is now unknown, as huge numbers have gone in on defence projects and prospecting trips.

Transportation Easily Arranged

All the facilities of modern transportation serve the visitor to the national parks and playgrounds of Alberta. Super airlines link the centres of the United States with the prairies, Calgary, Edmonton and the Mackenzie River basin, the Yukon and Alaska. Splendid air-conditioned trains and commodious buses roll over steel and the highways to the holiday resorts in the heart of Rockies. Nifty little lakes and river boats ply in waters of Waterton, Minnewanka and the land sea down North. Transportation companies operate open cars over the mountain highways so that visitors, they enjoy unobstructed by auto tape, may view the unexcelled scenery to the full.

Northern Alberta Salt Is Valuable

Salt deposits near McMurray in northern Alberta were discovered during drilling tests made to determine depths of bituminous sands. The deposits are 300 feet in depth and about 700 feet below the surface of the ground. The salt has been tested for purity, and ranges from 92.7 to 95.7 per cent pure. The salt reserve in the area is estimated at 500,000 tons to the acre, with a total of 30,000,000 tons in the deposit. This amount is enough to supply the whole of Canada for 60 years. The salt is valued at well-head at around \$10 a ton.

RULE, WYNN and RULE ARCHITECTS

254 Birks Bldg., Edmonton. Phone 21434

Monks in a monastery on a small island off the Welsh coast used their heating plant only three months last winter.

One common word—frustration—is haunting modern life, the Archbishop of Canterbury told the Christian Evidence Society in London.



WILSON CANADIAN FREIGHTWAYS

Freighting from the United States Border to Fairbanks, Alaska—Connections to All Main United States Points

Pioneer Haulers in Western Canada And on the Alaska Highway

In the many years we have been handling freight by Motor Truck it has been our constant aim to give prompt and careful service to all Shippers — just as careful attention is given to small parcels of freight as is given to large contracts.

We operate the most modern record system known to designers of business forms, which means our customers' consignments are properly recorded and protected. We are registered, bonded, fully insured carriers carrying protection on freight and all operational hazards.

WILSON CANADIAN FREIGHTWAYS

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A Clearing House for Speeding Freight and Express Delivery.

CANADA-ALASKA HIGHWAY
Established at
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Connections to all
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This Company in association with other Bonded and Insured Truck Lines, has established a co-ordinated system of distribution of Freight throughout Alberta, adjacent B.C., Yukon, and connects with Consolidated Freightways, Inc., at Seattle, to provide a Complete U.S. Service.

LET US SOLVE YOUR FREIGHTING PROBLEMS

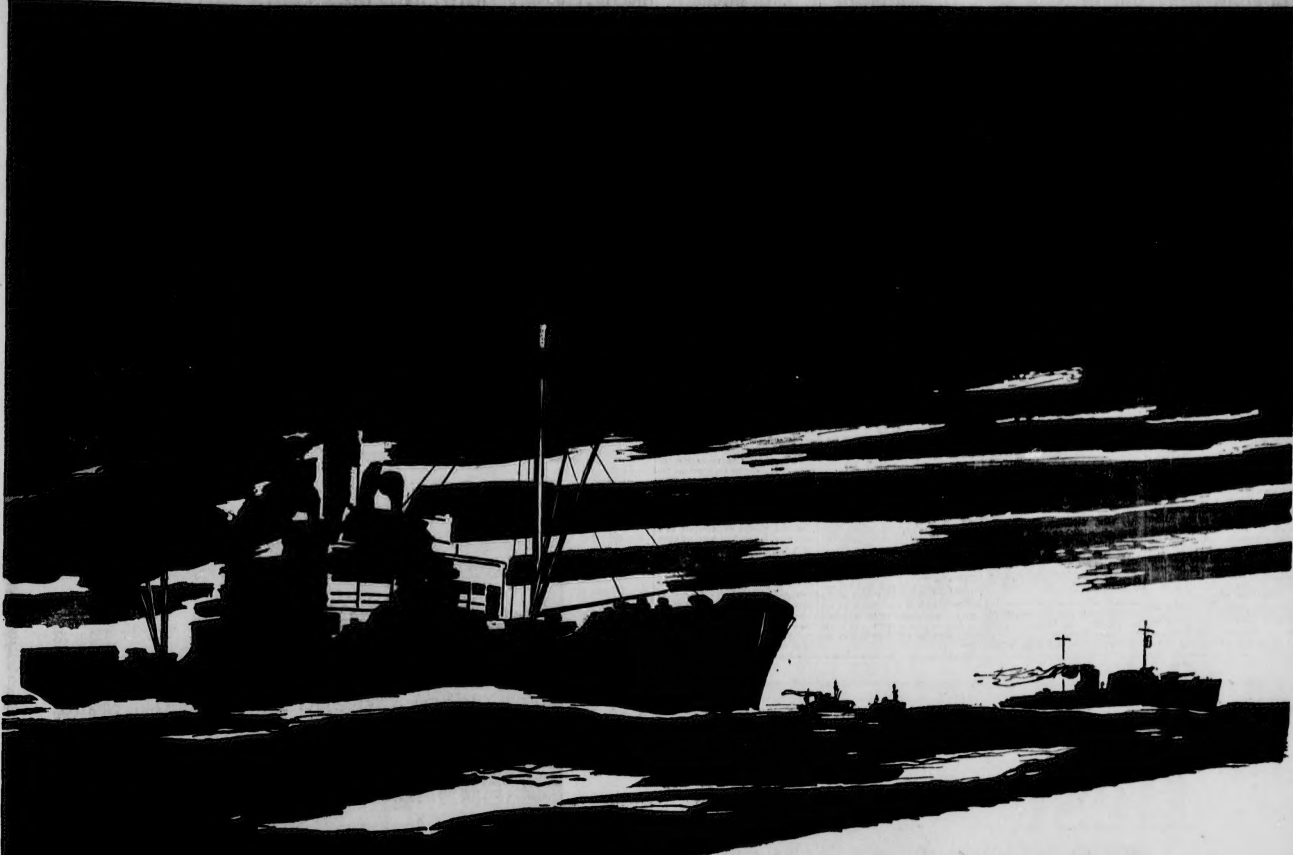


We're Proud of Our
45
Year Record
of Service!

STARTED IN THE YEAR 1898 AS
A PIONEERING TAILOR ESTABLISHMENT, DITTRICH MEN'S SHOP HOLDS A DOMINANT POSITION TODAY—1943—in the EDMONTON FASHION WORLD FOR SMART MEN.

Dittrich
MEN'S SHOP
Smart Men for Smart Men

Proof Indeed
of Man's
Preference
for Smart
Wear!



Lifeline



TO VICTORY

OUT FROM PORTS OF CANADA GOES A STEADY
STREAM OF TANKS, PLANES, GUNS, MUNITIONS,
WAR EQUIPMENT, FOOD, CLOTHING, MEDICAL AND
OTHER ESSENTIAL SUPPLIES TO THE UNITED NATIONS.

LAST YEAR THIS OUT-BOUND FLOOD OF GOODS
WAS VALUED AT MORE THAN TWO AND ONE-
QUARTER BILLION DOLLARS.

THIS IS THE GREAT CHALLENGE TO THEIR CAPAC-
ITY TO PRODUCE, ANSWERED BY CANADIAN
WORKERS ON SEA AND LAND, IN FACTORY, MINE
AND FOREST.

SHIPPING SPACE FOR NON-ESSENTIALS CANNOT BE
PROVIDED IF THIS STREAM OF SUPPLIES, SO VITAL
TO VICTORY, IS TO BE MAINTAINED.

THANKS TO THE CO-OPERATION OF BUSINESS IN-
TERESTS THROUGHOUT THE DOMINION, CANADA'S
EXPORTS HAVE BEEN FORGED INTO A POWERFUL
INSTRUMENT OF ECONOMIC WARFARE THAT IS
TRULY A LIFELINE TO VICTORY.

FOR ADVICE AND ASSISTANCE RESPECTING IMPORTS
FROM ALL COUNTRIES, WRITE TO THE SHIPPING PRIORITIES
COMMITTEE, ROOM 123, WEST BLOCK, OTTAWA.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA • CANADA

Hon. James A. MacKinnon, M.P., Minister

Malcolm MacDonald Sees World-Important Role For Post-War Edmonton

In the post-war period Edmonton will be one of the most important cities in the world from the standpoint of air travel and transport, the Rt. Hon. Malcolm MacDonald, British High Commissioner to Canada, predicted in an interview with *The Edmonton Bulletin* at the Macdonald hotel recently. He said the air route through Edmonton and the northward will be the "swiftest and safest route from the Americas to Russia, China and possibly to eastern Europe."

Development in the North West Territories is of tremendous importance in the war effort of the United Nations, he stated, and he predicted that these developments would be equally useful in the post-war period. Development now completed or in course of construction would be instrumental in opening up the riches of the northward a generation ahead of the time that normal development might be expected.

During the four north he visited McMurray, Yellowknife, Port Radnor, Coppermine, Carleton Place, and the Fort Norman oil wells. He also visited Fort Simpson and Fort Smith.

BRINTNELL PILOT

On his northward flight he was piloted by W. Leigh Brintnell, president of the Air Transport Society of Canada. The flight was made in a Beaufort machine.

"In my view some of the most important things happening in Canada today are in the North West Territories. Projects are being carried out in this area with tremendous energy and efficiency that are of great importance to the Allied war effort," Mr. MacDonald stated. "These projects, although incidental to the war effort now, will remain following the war and will be of equal importance in the post-war period."

OTHER FACTORS

"The air routes and roads, the improvement made in river transportation will be factors in the development of the northward that will speed up the opening of the

Sees the North



Rt. Hon. Malcolm MacDonald, high commissioner from the United Kingdom to Canada, who is impressed by the important strategic position of Edmonton from an economic standpoint. He recently made an aerial trip to the north.

resources of this territory much more rapidly than otherwise would have been the case. "Many people in the North West

Oil Fields Show Increased Output

Production from Alberta oil fields outside of Turner Valley for 1942 show:

Field	Bbls.
Vermilion	82,789
Taber	29,819
Wainwright	14,510
Princess	10,478
Redoubt	10,307
Tilley	8,718
Dina	2,780
Del Bonita	1,683
Lloydminster	477

Totals 139,335

In comparison with last year's production of 78,500 bbls. from fields outside of Turner Valley, this total for 1942 shows almost 100% increase.

Vermilion and Taber are mainly responsible for this performance. As stated in a preliminary (10 months) review of 1942, Vermilion field is developing into a producing area of considerable importance.

Territories are convinced that there are considerable riches in minerals in the territories and if this is true the development of this wealth will be possible a generation sooner than would have been possible if the present development work, completed and under construction, had not been undertaken.

"Edmonton is going to be one of the most important cities in the world from the standpoint of air travel and air transport in the post-war period."

"The air route through Edmonton and the northward will be the swiftest and safest route from the Americas to Russia, China, and possibly to eastern Europe," he said.

Commenting on the British Commonwealth Air Training plan, Mr. MacDonald said that "it had exceeded all expectations and is one of the biggest efforts on the side of the Allies."

Mr. MacDonald said that his second trip into the northward within six months had been made to see developments now under way, and to inspect the airports and roads that have been constructed in the area.

North Birdman



Wing Commander C. M. O. "Con" Farrell, D.F.C., Edmonton pilot now serving with the R.C.A.F. who spent many years surveying and freighting on northern air trails. He was first commanding officer of the Northwest Staging Route, the R.C.A.F. chain of air ports between Edmonton and the Alaskan border.

Kill Entire Tribe

Of Snake Indians

Inside Jasper National Park flows Snake Indian River. But there are no Snake Indians today. Traders, our Assiniboines wiped them out 100 years ago.

Only 20 families made up the tribe in 1842. Some antiquarians believe they originally came from the East and, migrating to the coast, were killed by the Rockies. Whatever their origin, they were peaceful, as befitted a small tribe.

Invited by the Assiniboines to a powwow, the Snakes were set upon at a pre-arranged signal. Every Snake was killed except three young women, who were kept for later sacrifice at a scalp dance.

"War trophies" of parachute girls at a Lacrosse, England, bomber station include letters from parents of R.A.F. crews who have bled out over enemy territory and been made prisoners of war.

Alberta Leading In Oil Production

Increases in Canadian oil production for 1942, it will be noted, appear only in Alberta and the N.W.T. Alberta, as in previous years, was mainly responsible for increases in the Canadian annual total. Increased production in the North West Territories was, however, most noticeable.

It should be stated that the bulk of the 1942 total for the N.W.T. is in storage, with the wells sealed off, pending the time when transportation facilities can be arranged. A further production increase in this new and vital area for 1943 is anticipated.

Fur Production Great Industry

Game and fur provide one of the largest industries in this province. Some of the more valuable types of fur are ermine, fox, mink, muskrat, beaver, squirrel and others.

There are 1,000,000 pelts produced annually in Alberta, with an aggregate value of \$3,000,000. There are 1,200 fur farms operating in the province with an invested capital of \$2,500,000 and from these farms 7,130 pelts are taken annually with a value of \$1,130,000.

Marching on Toward a Greater Edmonton



THEO BARTSCHI
President



J. ALVIN TUPPER
General Manager



J. C. F. "JACK" MILLAR
Sales Manager

To the ingenuity and business acumen of Theo Bartschi, president; J. Alvin Tupper, general manager and J. C. F. ("Jack") Millar, sales manager, is due a large measure of the success of the Sunland Biscuit Company. These officials, backed by a loyal, painstaking staff, have won for their company a place second to none among biscuit companies of the Dominion. Sunland biscuits are synonymous with the best obtainable.

Sunland

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The Only Western Owned Biscuit Company in the three Prairie Provinces

GROWING With EDMONTON

We of the Sunland Biscuit Company possess vision and faith. Vision in the steady march of Edmonton to a position in the group of America's great cities. Faith in the citizens of Edmonton, who, through the years, have made Alberta's Capital, an important "cog" in world affairs. We are proud of the fact that we have made a real contribution to a better standard of living for the people of the West by operating a factory here—the ONLY Western Owned Biscuit Company in the three Prairie Provinces.

And at this time, we pay tribute to those gallant Canadians and Americans, who have completed the tremendous task of building the Alaska Highway—"The Road to Tokyo", in the face of enormous physical and technical difficulties.

Over 10 Years a Part of Our Rapidly Expanding City

Sunland

BISCUIT COMPANY LIMITED

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EDMONTON

Sunland

BISCUIT COMPANY LIMITED

BAKERS OF QUALITY BISCUITS

Best in the West

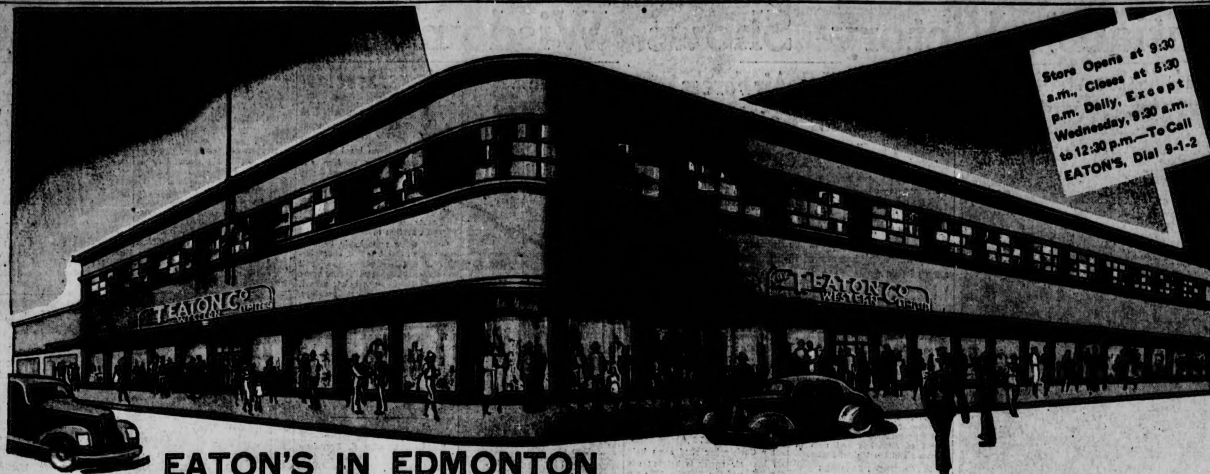
Sunland Biscuits

SUNLAND uses only the best quality of ingredients and as we are a truly Edmonton and Western firm, products of Western Canada are always given preference. For example, Fort McMurray salt is used in all products. Alberta sugar from Alberta beets, Alberta shortenings and as many brands of Alberta flour as possible. There is no substitute, for quality is recognized by the management and the quality of the finished product is never permitted to be lowered because of inferior ingredients. In addition, all boxes and cartons used by SUNLAND are manufactured in Edmonton.

Sunland GRAHAM WAFERS

If you have not tried delicious SUNLAND BISCUITS... check full of mouth-watering goodness... you have been missing a real treat.

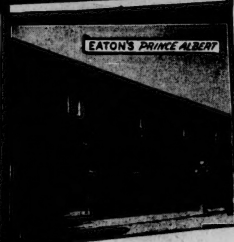
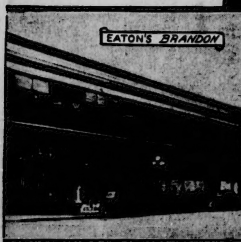
ORDER *Sunland* BISCUITS FROM YOUR GROCER



EATON'S IN EDMONTON

Out Where the West Begins

Out where the handclasp's a little stronger,
Out where the smile duells a little longer,
Out where the skies are a trifle bluer,
Out where friendships a little truer,
That's where the West begins.
—Arthur Chapman



Over 70 Years Serving Canada!

Step by step, through the years EATON'S has kept pace with Canada's growth. As Canada's population grew, as business expanded westward, EATON'S grew and expanded westward, too.

Now, on the threshold of a new era when all eyes are turning toward Northern horizons, EATON'S looks North, too. Already EATON'S is a "buy-word" throughout the North. We look forward to serving more and more of the newly opened areas of Canada's great North-west!

Opening Dates of EATON'S Western Stores

EDMONTON—

Groceries opened 1926. Mail order warehouse opened September 1, 1928. Showroom opened October 3, 1928. Retail store (formerly Ramsey's) opened January 17, 1929. New store opened August 26, 1929.

WINNIPEG—

Store opened July 17, 1926.

BRANDON—

Groceries opened June 25, 1925; converted to general business March 10, 1929.

DAUPHIN—

Groceries opened 1928; store opened July 27, 1929.

MOOSE JAW—

Groceries opened May 4, 1925. Store opened November 4, 1928. New Foodstuffs opened October 17, 1940.

REGINA—

Mail order warehouse opened August 22, 1918. Sample room opened September 14, 1922. Showroom and Groceries started as city business November 19, 1928.

PRINCE ALBERT—

Groceries opened August, 1928. Store opened November 18, 1941.

RED DEER—

Store opened July 2, 1928. New store opened October 12, 1929.

SASKATOON—

Mail order warehouse opened February 7, 1916. Sample room opened September 27, 1922. Retail store (formerly Macmillan's) opened November 19, 1927. New store opened December 5, 1929.

LETHBRIDGE—

Groceries opened December 9, 1926. Enlarged March 10, 1929, further enlarged 1929. New store opened October 16, 1937.

MEDICINE HAT—

Groceries opened March 31, 1927. Enlarged May 17, 1929, and again in October 14, 1941.

CALGARY—

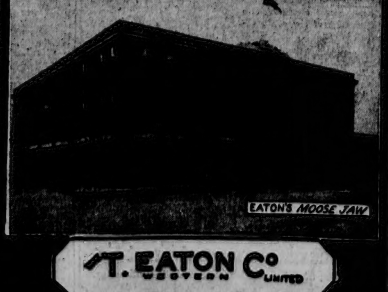
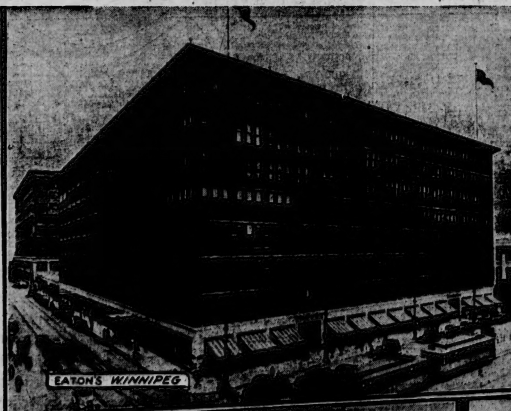
Groceries opened May 31, 1925. New store opened February 25, 1929.

The opening of EATON stores, one after the other, throughout the West has gone hand-in-hand with a parallel development in EATON mail order business. Radiating from headquarters in Winnipeg, the mail order catalogue finds its way into every part of every province. More truly even than when the saying first originated years ago, it may be said that the catalogue "covers Western Canada like a blanket." Certainly our two branches together, stores and mail order, supply the wants of this Western country with a far-reaching completeness perhaps not duplicated anywhere else in the world.

If EATON efforts to meet Western Canada's needs have met with a very large measure of success, this should be attributed chiefly to steadfast adherence to the founder's motto: "Goods Satisfactory or Money Refunded." Today, as in 1869, when Timothy Eaton opened his store in Toronto, that idea is basic and inherent in every transaction. Every customer, whether purchasing in person or by mail, can buy with absolute confidence—and customer CONFIDENCE is the best assurance of EATON'S continued growth in the service of Western Canada.



EATON'S REGINA



T. EATON CO. LIMITED